

Tommy Hoan Honored at Mosport



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MG Vintage Racers' Newsletter

Volume 28, Issue 1

May, 2008

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- Mid Ohio Focus Event Coverage
- Varac's Vintage Festival
- Carrera Panamericana
- Tech Tips, 'Cheap-Clever, Whatever?'
- Race Report and More!



Denver Cornett, Jr. Memorial Race at Mid Ohio

MG VINTAGE RACERS' NEWSLETTER

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From The Editor:

Here I sit, in front of my lap top with tail placed carefully between legs, working on what should be the second newsletter for 2008, when as you know, this is #1. Truth be told I am not pleased with my production, but sometimes life gets in the way of other responsibilities and for some time I confess to as much in my life. That aside, you, my faithful MG vintage racers have not received value for your dollar spent on subscriptions, so from now I promise to keep to task and commit to three newsletters this year, and at least three per year for the remainder of my tenure as Editor, Chief Cook and Bottle washer.

2007 lived up to its potential and in the end turned out to be one whale of a MGVR year! Looking back, many of you can boast of participating in vintage race venues including SVRA's Sebring MGA Reunion in March, where MG luminaries Gus Urhman and Jack van Driel shared memories with Sebring MGA owners and fellow MG Vintage Racers, and VARAC's vintage races at Mosport, Ontario where MG vintage racers enjoyed a reintroduction to the Tony Simms Cup *All MG* race, complete with pre-race commentary from Canadian legends Al Pease and Tommy Hoan. Let's not forget about Pittsburgh's Schenley Park, where 24 or more MGs participated in PVGP's 25th Anniversary Celebration. Not to be outdone by the EC crew, our West coast contingent of MGs diced and sliced at the Big One-General Racing's Monterey Historics. Many of us braved the September Watkins Glen monsoon rains to participate in SVRA's annual Collier Brothers Memorial All MG race where the MG Car Club-Western New York Center introduced a new trophy-the Bill Glanville Memorial Cup for MG Midget Racers-the 2007 winner being Gregg Kozuhowski. The Really Big One for 2007 had to be the Focus Event with VSCDA at Mid Ohio. Three beautiful Fall days in Ohio with 74 of my best friends racing on a fabulous circuit. VSCDA, Phil and Judy Cull and their volunteers deserve a huge pat on the back for hosting our band of brothers. Dave Smith, Greg Prehodka, Mark Palmer, John Targett, Jim Austhof, Manley Ford and Tom Baumgardner deserve special recognition for their efforts to make this a most memorable Focus Event. Congratulations to Spirit Award Winner Frank Mount, and Parish Award recipient Linda Yates! What else can I say? Please read on for a report of what had to be one of the coolest focus events ever.

2008 is almost half over, and despite the nightmare of uncertain fuel prices, inflation, and a down economy, vintage racing continues and once again, MGVR can report that MG vintage racing looks to be as exciting as ever. Next issue (I promise by mid July) will feature reports on our *FIRST EVER* West Coast Focus Event with HMSA at Laguna Seca. Without spilling the beans, I will tell you that the West Coast MG Vintage Racers really know how to throw a party! The excitement continues-VARAC's Vintage Festival, BeaveRun with VRG, Schenley Park PVGP, and Watkins Glen deserve special attention. Our East Coast Focus Event with VRG at the new New Jersey Motorsports Park in September promises to be over the top with a renewed MG-Allard Challenge, Antique Car show, SCCA racing, Antique Air Plane show, and other area attractions proving to be difficult to resist. I anticipate 100 MGs for this focus event-make plans early and plan to spend a few extra days enjoying New Jersey's fine late Summer weather!

Once again, too much to talk about, not enough space. I hope to see many of you on track this season. Don't hesitate to call, or email, or snail mail with your suggestions, complaints, and RACE REPORTS! **Safety Fast**

Chris

MG Vintage Racers' Newsletter 1981-2006

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2008

Allard



MG VINTAGE RACER'S NEWSLETTER

FOCUS EVENT

THUNDERBOLT HISTORICS

New Jersey Motorsports Park

September 19-21, 2008

MG-Allard Challenge



Event Coordinator Rich Benz (856-829-4756)
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Thunderbolt Historics 14th MGVR Focus Event



Greetings fellow MG Vintage Racers;

2008 is a benchmark year for MG vintage racing. With our West coast event in the books, MGVR is looking ahead to September 19-21, when we take to the new *Lightning* course as guests of VRG at New Jersey Motorsports Park in Millville. The *Lightning* circuit is reminiscent of the World War II P-38 Lightning, a dual engine heavy fighter that saw action in the Pacific theatre. Millville was home to 'America's First Defense Airport', which soon became a WWII Army Air Corps gunnery range, where fighter pilots underwent training prior to deployment to Europe, or the Pacific. Today the Millville Airport serves small private aircraft and the occasional vintage fighter.

Why join in the fun this September? Well for one thing, there's lots to do in south Jersey, especially this September. With average high **temps in the upper 70's** and lows in the upper 50's, the comfort is dialed in for a family visit to Atlantic City, or Cape May, or other prime tourist spots. And you are not fighting the large Summer crowds and summer heat. The Millville Army Air Field Museum (worth a visit) is hosting a **WWII air show** in cooperation with NJMP the same weekend as our event. You get two events for the price of one! What else to look forward to...tons of track time, dinner and a concert Saturday evening, and of course the much anticipated **All MG Races**, along with the brotherhood and camaraderie that define the MGVR Focus Event. Let's see...new track, new facility, good friends, vintage racing, vintage air show, Atlantic City, the south Jersey shore community, warm Atlantic ocean water—better get your HOTEL booked NOW (contact me per below for hotel information).

Permit me to highlight a few items that you should know about before joining us in Millville. All forms of motorsport in New Jersey are regulated by the state as published in their New Jersey Motor Vehicle Racetrack Regulations. *The following items need your attention:* **Roll bars** are required for all open cockpit cars. Roll bars must be at least one inch above the driver's head. **Restraints** must be current i.e. SFI rated belts must be two years or newer based on month and year punched on label attached to restraints. FIA belts must be five years or newer from end of year of manufacture. Check your dates! MGVR is working with VRG to put together a group discount for restraints—more on this as it develops. VRG has **waived** their **Fuel Cell** requirement for this event!. You will need to have a medical form that is two years or newer on file with VRG before you can participate in any VRG sanctioned event. Forms are available on line (www.vrgonline.org—click 'membership info') or you can call or email me and I'll fax or mail one to you. Please do not hesitate to call me if you have any questions, comments, or concerns.

There's something for everyone in Southern New Jersey this September. Now's the time to make plans to suit up, strap in, and join your fellow vintage MG pilots for three days of action in the air and on the ground with *Thunderbolt Historics*, MGVR's Focus Event with VRG at the East coast's newest race venue, New Jersey Motorsports Park!

Regards to each and every one of you,

Chris Meyers
Editor, MG Vintage Racers' Newsletter

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New Jersey Racing Regulations
Vintage Racer Group Web site
New Jersey Motorsports Park
MG Vintage Racers' Newsletter

http://www.njsp.org/info/pdf/racing_regulations.pdf
<http://www.vrgonline.org/>
<http://www.njmotorsportspark.com/>
<http://www.mgvr.org>





Mid Ohio '07

Focus Event Report



MG Vintage Racers' subscribers had three great Autumn days at Mid Ohio, with sunshine dominant (and yellow jackets everywhere) and temps mostly in the 50s and 60s. Thursday's overnight rains dampened the track for Friday's first session, but after that, conditions were ideal. VSCDA certainly came through on their promise of 'loads of track time' as it seemed that we hardly came in from our sessions when it was time to go back out. Friday evening's MGVR banquet was fantastic, with over 140 MGVRs and MG car club types gathered at the Deer Ridge Golf Club to share food, drink and camaraderie. Tom Baumgardner knows how to throw a party! Highlights include Dave Smith and Denny Cornett talking about the life and racing experiences of Denver Cornett. Jim Weisenborn announced revised plans for our upcoming West Coast Focus Event with HMSA at Laguna Seca (more to follow soon), and Mark Palmer announced our East Coast Focus Event at the New Jersey Motorsports Park. MGVR is teaming up with VRG for one dynamite race weekend at the brand new "Lightning" course September 19-20-21, 2008 (Fri/Sat/Sun). Mark you calendars; these two events are not to be missed.

Saturday brought us our VSDCA group races followed by MG Safety Fast Race 1 (Faster) group race, where several tight dices were the order of the day, including a five-car train of Tom Davis (BGT), Evan Holmes (MGA), Yours Truly (MGA), Nowell Korey (MGB) and David Bralich (MGB) that seemed as if joined at the bumpers lap after

fast 02 MGB GT V-8, with Donald Dickey coming in second, and Scott Fohrman finishing third.

Saturday evening's MGVR/VSCDA joint banquet was over the top with a packed house at the Lexington Elks Club. Attendees included all racers and crew, VSCDA board of directors and staff, and volunteer event staff. As our official Focus Event banquet, we took the opportunity to recognize all MGVRs who staffed the newsletter in



Tom Meyers Photo

2007, and those who helped with this year's focus event (Dave Smith, Greg Prehodka, Mark Palmer, Chris Kintner, Tom Baumgardner, Manley Ford, Will Bowden, Reed and Linda Yates, Dan and Vicki Leonard, Jim Austhof, John Targett, Mark Barnhart). Also recognized for their contribution to the MGVR Newsletter were former treasurer Ed Cronin, and current tech editor Stan Edwards. Of course the big news is that Linda Yates won the Bill Parish 'Master of Speed Deception' Award (as selected committee members Manley Ford, Will Bowden and yours truly). The really, really big news is that year's MG Vintage Racers' Newsletter Spirit Award winner is Frank Mount, as selected by a vote of his peers. Frank has been racing MGs of various sorts for more than 48 years! Frank reports that the "Copper Bucket" will soon hold some of his famous home made maple syrup. Congratulations to Linda, Frank, and all who made this year's event such a huge success.

Sunday featured VSDCA group races and MG Safety Fast Race 2 (Fast) group race, Prewar and Vertical Grill MGs, where racing at the front of the pack was nail biting with Manley Ford (TD 776), George Shafer (TD 191) and Steve Konsin (Lester MG #28) swapped the lead with



Tom Meyers Photo

lap. Near the front Mark Palmer, Derek Chima and Richard Navin were in a tight race for ten laps before the checker came down on winner Les Gonda in his always



Mid Ohio '07

Focus Event Report



Manley Ford pulling off the win on the final lap, followed by George Shafer and Steve Konsin. Several T types reported fantastic mid-pack action including Tom Moore, Peter Ross, and Bob Grunau.

race without significant safety upgrades. Fuel cells, Roll bars and five point harnesses are impossible to put in a 1930-s or 1940-s car without changing the design and appearance.



Mainzer Photo

The Midwest based VSCDA, chaired by Phil & Judy Cull had been contacted, and it appeared possible that all of the MGVR cars would be allowed to race at their Fall Festival at Mid Ohio in October. Chris Was quite forthcoming in that a lot of work needed to be done to make this proposal into reality. One years work needed to be finished in six months. I thanked Chris for his vote of confidence (or presumption of gullibility) and went to discuss this with Chari. She asked some good questions, but said that if I wanted to do this, she would give me 100% support. I contacted Chris and said that he had his chairperson.

Our final race of the event was the Denver Cornett, Jr. Tag Team race. As promised, this was the highlight of the event with thirty racers participating in a 9 lap race, with each leg running three laps (some with a quick stop to confirm lap count...rut roh). Congratulations go the winning team of Ed Cronin, Butch O'Conner, Lou Marchant, and team runner Keith Murphy. Congratulations also to all who participated in what will be noted as a MGVR benchmark for tag team races. Thanks go to VSCDA, Dave Smith and especially Greg Prehodka for planning, staging and executing an almost flawless tag team race. What a way to end a great Focus Event weekend!

Greg Prehodka did a marvelous job of pre event publicity to start building excitement and send be a database of the current MGVR members. As the chairman, I had a free hand to suggest the theme for The weekend and any specialty races. As this event was one year after the passing of my very good friend Denver Cornett of Kentucky, I suggested a Denver Cornett Memorial Race. Denver was known around the racing world as one of the first racers at Watkins Glen after WWII. Denver had always raced his 1947 MG TC, with his last race in 2001.

The Editor would like to single out and thank VSCDA event Co-Chairs Judy and Phil Cull, VSDCA event coordinator Sheree Dewey for staging a near perfect vintage race event and for having us as their guests. Thanks also to VSDCA volunteers for their time and event execution, 'job well done' to all of you.—Chris Meyers

Denny Cornett and Ms. Sherri Cornett were invited to attend this memorial race and immediately accepted. The race format was designed to be a tag team race, with the T series cars running the final three laps and go for the



This story begins in March 2007 at the 50 th Anniversary of the MGA at Sebring. The MGVR Newsletter editor Chris Meyers approached me and asked if I would be interested in the Focus Event Chair for the 2007 Focus Event. Chris went on to explain the event had been planned for Mosport, but due to FIA regulations, followed in Canada, some of our MGVR racers would not be able to



Keith Murphy Photo



Mid Ohio '07

Focus Event Report



checker flag. The teams were matched up so that at the final turn of the last lap, all cars should be converging on the finish line at the same time. Amazingly, this worked out quite well, with the winning margin being under 3 seconds after 20 minutes of racing. The weekend began on Thursday afternoon, with 100 race cars going thru Tech Inspection from 5:00 PM to 8:00 PM. The first car was a 1969 Corvette owned by Stan Fowler. The last car through was the 1950 MG TD "Von Neuman Special" owned by Don Martine. Kudos to Mark Barnhart and the VSCDA Tech staff for this outstanding effort.

the battles for position went throughout the field. The engine sounds of all of these Historic MG racers at top speed going into Turn Six was incredible. Again, all of the participants were winners at the checker. One footnote, unknown to Steven Konsin, leading at that point, was a rather obese woodchuck crossing the track in the middle of turn one. The woodchuck had only cleared the racing line, when Steve came thru Turn one at near triple digit speed and on the very edge of control. Good Job Steve!

As described earlier, the Denver Cornett Memorial race came off without a hitch as the Featured (and last) race of the weekend. Thanks to the thirty drivers that gave up an early departure home to participate in this race. Denny & Sherri Cornett were at the Podium to present the Pewter Mugs and champagne to the winning team of Ed Cronin (TD), Butch O'Conner (MGB) and Lou Marchant (MGA). This was the largest Tag team race held in over 30 years, and was fun for all watching or racing.

The 2007 Focus event at Mid Ohio was very popular with all that attended. We had 141 race cars with 62 being MGs. We had one driver from England, and entries from Canada to California, and all points in between.

My appreciation to VSCDA, Chris Meyers, Greg Prehodka, Manley Ford, Tony Burgess, Mark Barnhart, Chari Smith, Tom Baumgardner, John Targett and Jim Austhof and so many others for all their efforts.

Look for coverage of this Focus event in most Vintage and car enthusiast magazines in the coming months.

—Dave Smith



Friday was a non timed practice day with cool but dry weather and abundant track time. MGVR had distributed a "Fast Lap" by Don Munoz to help the first time racers try to master this challenging track. Don held the E Production lap record at this track, so is very qualified to coach us amateur racers.

Saturday was timed practice and the last race of the Day was "Safety Fast I" In this race were Les Gonda's incredible MGB GT V8, MGB, MGA, Midgets, and some rather quick T Types. This race had great battles throughout the field for position, and all were winners at the end.

Sunday morning featured the "Safety Fast II" race for the T Types, T based specials, J-2, PA and NA MGs. Again,

Wagoner Photo





Mid Ohio '07

Focus Event Report



"..Mid Ohio is my home track so naturally I LOVED having the focus event here."

Tom Baumgardner



Meinzer Photo

In Your Own Words...

Prehodka Photo



Jim Weissenborn

Mark Brandow

T.Meyers Photo

"On Sunday, Grunau, Pardee, Jeff Brown, and I were having a great race. Jeff went wide at the Keyhole, but Pardee, Grunau and I went three abreast for the cool off lap. Great buddies! —Mark Brandow



"Had a great dice with Jeff Powell –TC #818. I 'd pass him in the corners and he'd pass me on the straights." Greg Prehodka

"We decided that our Team Captain, Ed, will be the keeper of the whiskey and he will bring it to each MG Focus Event and we will all have a drink and remember our victory and the man who loved racing his MG as much as we do, Denver Cornett."

-Lou Marchant

"Traveling to Mid-Ohio, I had high hopes for a fun weekend. Like all of us, I had some concerns about how the car would hold up, but except for a minor radiator leak that Frank "Copper Bucket" Mount helped me repair...the car ran fine all weekend. When I was 14 years old, "awesome" was not in our vocabulary. Something that was really good was "cool", or "neat", or if it was superb it was "neat-o". Thanks for a NEAT-O weekend! -Ed Cronin



Ed Cronin

Butch O'Conner

Lou Marchant

Murphy Photo



Mid Ohio '07

Focus Event Report



"...thought you were kidding when you said you'll wear out your tires-but I did! Track time was incredible and the event stayed on schedule all weekend."

-Butch O'Conner

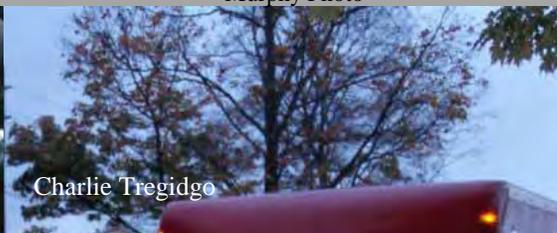
"My best time was trying to keep up with Tom Baumgardner-I got to know the back of his MGA very well..."

-Storm Field

Murphy Photo



Gary Sherman



Charlie Tregidgo



Butch O'Conner

Steve Schultz

Kevin Murphy

Steve Wagoner

Storm Field

Joisey Posse

"I had a great time at my first ever event; it will not be my last as long as I can bum rides."

-Keith Murphy

"...I realized I hadn't given work a second of thought since we left on Thursday. Not one email, not one voice mail..."

-Steve Schultz

"Like Charlie said-'great people and great event-it doesn't get any better than that'"

-Steve Wagoner

"...it took a combined effort of a number of MGVR friends, especially Mike Kusch to get it (spindle) apart, and John Targett to direct and guide me to correctly put it back together again...without this help, my weekend would have been over almost before it began.."

-Alan Tosler



Mainzer Photo



"...I thought our spontaneous three-abreast (Shafer, Konsin, Ford) cool off lap was the best part of the whole thing. I was so proud of the whole vertical grill group and our collective symbol of our joy in putting on a show..."

-Manley Ford



Mid Ohio '07

Focus Event Report



"I was laughing so to tears when the winning team was popping the champagne corks on the podium. The "runner" with the cane was classic MG! I thought I would die laughing. "Old guys and gals are not supposed to have this much fun", but in the MGVR group this is normal"
-Jim Austhof



Dan Terrell

Ken Ruth

Randy Grinage

Jim Austhof

John Ruth Photo

"Best dice was all weekend long with George Pardee , MG TF, and Mark Brandow, MG TC. see attached photos. Every race or practise, those two guys were right with me. Never so happy to see the checkered flag!"

-Bob Grunau



Mark Brandow

Jeff Brown

George Pardee

Bob Grunau

Grunau Photo

"In Group 1 Feature had a race long duel with Steve Schultz in his MGA 1600. Got him in turn 1 about lap 8 and had pulled out about 4 car lengths by checkered flag lap. Unfortunately, I had not bothered to read race instructions, and fueled car for 10 laps; race was 12 ..."

—George Pardee

"This was my first Focus Event, but it will NOT be my last! It was one of those unbelievable weekends where except for the oil screen, the car ran well, so I was truly sorry to see it end Sunday afternoon!"

—Jeff Brown



"...the most fun I have had at the races in years.."

—Daniel Mainzer
Photographer



Mid Ohio '07

Focus Event Report



Burgess Photo



Burgess Photo

MGVR SPIRIT AWARD WINNER



Leonard Photo



Leonard Photo



"I can't think of how this event could have been better, especially for a T Series entrant... VSCDA Group 1 was almost a MG-Only event. particularly when we had a huge turnout of 'Ts'"

Frank Mount



Mid Ohio '07

Focus Event Report



Vicki Leonard Photo



Vicki Leonard Photo



Parish Award Winner

Burgess Photo



master-in-training

Leonard Photo



Bill Parish Master of Speed Deception Award

Presented in memory of MG Vintage Racer Bill Parish, this award is awarded annually to a MG Vintage Racer who is *having the most fun*, and *being a master of speed deception* while being unconcerned about winning. Congratulations, Linda!

T.Meyers Photo



Linda Yates



Mid Ohio '07

Focus Event Report



Manley Ford

George Shafer

Steve Konsin

"..I was worried about getting caught up in traffic because I knew Shaf and Manley would be by me in a flash-as everyone saw in the MG race..."

—Steve Konsin

*"It was a fantastic event for me and I could not have wished for a better conclusion of my rookie season, although it ended on a somewhat sour note...'Oh S**t'.."*
—Torsten Kunze



The Ruths

Thorsten Kunze Laura

"Having a stock 1250 TF, I did a lot of pointing. Many 'hot' T cars out there-- had a great time dic-ing with other VSCDA Group 1 cars. This was my first time M-O-a challenging track that I enjoyed..."
—Jack Heist



T. Meyers Photo



"Outstanding. No bad points. The most memorable thing may be changing the Clunker's rear end Thursday night in the dark and rain. The camaraderie can not be matched!"

—Mike Lewis

Gene Gillam Photo



Wagner Photo

"Lots of Fun and MGs!"



Mid Ohio '07

Focus Event Report



T. Meyers Photo

*“Even though my car is slow, there were others of similar speed to race with Tom Moore and Jack Heist stayed close enough to race with...very much worth the 1600 miles”
—Peter Ross*

*“There were five front running MGBs all within a second of each other-we couldn’t catch Les Gonda so we each ran nose-to-tail swapping places all the while...great racing on a great track.”
—Donald Dickey*



T. Meyers Photo

*“...it took the combined effort of a number of MGVR friends, especially Mike Kusch to get it (hub) apart and John Targett to direct and guide me to correctly put it back together...without this help the weekend would have been over before it began...
—Richard Navin*



*“Great races with Derek Chima in his Midget...he’s a terrific driver and a real gentleman-the best dicing I have had in a long time! I continue to meet more MG vintage racers who have the spirit, camaraderie, and genuine competence that makes this sport so enjoyable.”
—Mark Palmer*

*“...it was a very satisfying event for me and I’ve chaired over thirty...MGVR was great to work with and that spirit of cooperation was apparent throughout the weekend.”
—Phil Cull, VSCDA Event Co-Chair*



Mid Ohio '07

Focus Event Report



Mainzer Photo



Tom Moore Photo



Gene Gillam Photo



Vicki Leonard Photo



T. Meyers Photo



Vicki Leonard Photo



Mainzer Photo



Mid Ohio '07

Focus Event Report



T. Meyers photo

"I especially appreciate Lou Marchant on Sunday morning hanging back where we could pass each other and share our racing lines. Congratulations also to her good friend Linda Yates, who won the Bill Parish Heacock Classic Award!. Bill was a special person and our group from Nashville look forward to telling Linda and Lou more of our Bill Parish stories and his love and fun ways for MG people.."

—Carl George

"...Saturday I started down the back straight and I thought I had turned the key off. Nothing. I coasted to a safe location on the grass and had a great view of the race from behind the wall. Loved watching the J4 do a 4 wheel drift each lap and the N recover from going on 2 wheels. Turned out the metal connector had separated from the distributor wire. An easy fix and I was ready for Sunday..."



T. Meyers photo



Prehodka photo



T. Meyers photo

"Martin and I had a day to wander around due to our broken gearbox so we got to see some good racing and had some good conversations...we enjoyed the group, the weather and the track."

—Don Butler



Mid Ohio '07

Focus Event Report



Prehodka Photo



Prehodka Photo



Burgess Photo



Wagoner Photo



T. Meyers Photo



T. Meyers Photo



Ruth Photo



Mainzer Photo



Mid Ohio '07

Focus Event Report



Murphy Photo



Gillam Photo



Davis Photo



T. Meyers Photo



T. Meyers Photo



Mid Ohio '07

Focus Event Report



Prehodka Photo

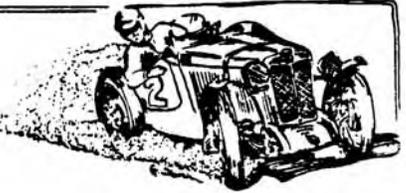


Prehodka Photo

Mainzer Photo

T. Meyers Photos unless noted

Competition



VSCCA at Pocono Raceway

by Chris Meyers

One of VSCCA's 'antifreeze allowed' events, Pocono in mid-April can be beautiful, warm and in the 60's, and freezing cold with snow showers the following day. The 2007 version of VSCCA's opener and drivers' school featured the snow on Sunday (cancelled) but forgot about the 60's Saturday. Still we had temps in the 30s and 40s with sunshine and, as always, great racing with our VSCCA friends for one solid day.

VSCCA event chair Andrew Perlman ran three groups this year; Fast, Faster, and Fastest. The action was hot in the Fast group where Mark Sherman in his sparkling, supercharged MGTD with fresh engine ran against John Schieffelin in his TC, Bill Garvey's TD, and Jay Sevier/Team Twisted in his MGTD that he DROVE TO THE TRACK, and drove home. He could have used tire chains if the weather south was as bad as predicted. Steve Schultz, with his immaculate MGA rounded out the Group 1 action. While I saw most of Group 1 from the seat of my "Clementine" on grid, it looked to be the most competitive grid going with MGs duking it out with other MGs, Porsches, Alfas, unidentified small cars, and the beautiful Maloumian TR2 (small

place in my heart for the TR2).

The Faster group, where Clementine ran with faster Porsches, Big Healeys, and other iron was almost the equal to the Fast group. I had a particularly lengthy dice with Regalia Chair Dan Leonard in his speedy Speedwell (it wasn't running quite right) and a pretty Arnolt Bristol. My best dice was with the gentlemanly Jim Smith in his Blue Chip Racing Healey 100. Roy Maloumian was scheduled to run in the Faster group, but opted to run in the Fastest group where he held his own against the big Healeys and faster Porsches and other cars.

With snow predicted for Sunday, the Saturday VSCCA 'All Comers Race' drew more racers than usual. I had the pleasure of following Team Twisted captain Jay Sevier as he thrashed about in his street TD. Talk about body lean! I found myself instinctively leaning in the other direction to compensate. What a thrill and to think that he was beating about in his ride home. Atta boy!

**MGVR Thanks the following for their support
and coverage of MG Vintage Racing**



New England MG 'T' Register

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



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Competition



VSCCA

SPRING SPRINTS



April 14-15, 2007

Photo Montage Courtesy Lu and Walter Pietrowicz/vintageautosports.com

Competition



VSCCA

SPRING SPRINTS



POCONO RACEWAY
April 14-15, 2007

Photo Montage Courtesy Lu and Walter Pietrowicz/vintageautosports.com



Vintage 31 MGAs Take On the CSRG Charity Challenge

by Scott Brown/#41 'The Pile'

The MGAs of Ed Lamantia and Scott Brown had a great runs at CSRGs 4th annual Charity Challenge held at In-fineon Raceway. This is our home track giving us both a leg up on the grid of 45 cars. Porsche RSK, 356, Lotus Super 7, 26r's, Alfa GTA, TZs, Mini Coopers and Triumphs were the cars we were up against. Friday was a complete rain out with very few cars making it to the track for practice. Saturday was a different story as we woke to sunny skies and warm weather. The track was very green after 2 days of rain causing us to be in an over steer condition all session long. At 2:03 we were only one second off our usual times and were very happy to qualify 4 and 5 on grid. Saturday race went well with Ed and I nose to tail getting by 2 cars within the first lap to move us up for Sundays race. The track is starting to come in now dropping our times to 2:02. Sunday morning the fog

had settled into Sears Point and the track was like driving in the rain. We went out for a few laps before bringing in both cars. Sunday race we were 3rd and 4th on grid with Ed directly behind me. The race goes green and by the time we get to turn 1 we are 4 wide... I miss a shift (twice), Ed and a 356 go by me. Ed now up to 4th chasing down the 356. I get a great run out of 3A, put a nose on Ed and sneak by him at 4. Now the track is hooked up the and the Huffaker MGAs are in form. It took me 4 laps to creep up on the 356, he was weak on his exit of 8a so I held back to get a run and passed him as we went around 9 flat on my rev limiter. By now the RSK Porsche and Lotus 7 were 4 corners away so it was all about being smooth and make no mistakes until the checker. We finished 3rd and 5th bettering our time once again for personal best of 2:01.7. See you all in March!



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VRG PVGP Historics at BeaveRun

by Ted Andersson

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As soon as we came up the drive, we were greeted by the smiles and handshakes of friends and acquaintances. Familiar smells wafted in the air, the sun shone brightly as everyone were involved/playing/doing some activity. No, this was not our 4th of July picnic, but the BeaveRun racetrack outside of Pittsburgh. It was a wonderful weekend, where the weather cooperated the entire time and everyone had a smile to offer. Special thanks need to go to the people who spend all the time and energy to make sure we can all get out and play, both on the VRG and PVGP staff. As usual, friendships and memories were forged hand in hand.

The lunch breaks, usually a well deserved downtime for the drivers and many times scouting expeditions for crew to find needed parts from fellow racers, were anything but quiet as cars took to the track for charity laps. Almost every car not receiving urgent care made it out to the grid to delight spectators with the experience of seeing the track from the front seat. Robert Andersson's Cobra was a crowd favorite and took the honor of raising the most money from the rides.

The Spridget-Powered reunion race on Sunday brought plenty of British noise to the track. Paul Bova in his green Turner MK1 started at the front, and only gave it up towards the end to Derek Chima who charged his red Midget from a mid-pack start to take the checkered in the end.



The Group 5 race offered the spectators a very eclectic group of cars to watch. From Bill Kushner's beautifully prepared white Volvo Amazon to

the deep blue Ford Pinto of John Ziegler to the Porsche 914 of Michael Dube the group offered excitement from the front row to the back row.

The cars of Group 1 put on an exciting show, with the top 8 cars turning in best times within 2 seconds of each other during the Sunday race. At the end, however, the Lynx B proved to be the strongest of the bunch. The top 3 spots were all Lynx B's with Gordon Drysdale, Mike Kitzmiller, and Frank Newton taking the top honors respectively. The Group 6 race brought similarly close results, with Tom Grudovich taking top honors in his Elva Mk7.

Group 3 filled the track with beautiful and noteworthy machines. The wonderful Ginetta G15 of John Sambrook taking the checkered in front of Les Roub's Porsche 356A followed by John Faulkner's MGA. Sharing the track were Len Schrader's bright yellow Saab 96 with body work that would make a Formula 1 car jealous, Dan Leonard's exceptional Speedwell GT, and Hervey Park's blue/silver Elva Courier Mk1. Always the crowd pleaser, the Group 2 race did not disappoint with the roaring V8s. Tivvy Shenton in his Jaguar XK140 put on a valiant effort as he was surrounded by bigger, louder engines. While yellow flags brought the race to parade lap speeds for several laps, the last few laps saw a good battle between Hal MacCarty's race winning Shelby GT350, Robert Andersson's 427 Cobra and Frank Grimaldi's Camaro Z-28, who finished in this order.

Almost as enjoyable as the race days, was the Saturday night luau dinner. Everyone was in great spirits, and many almost walked away blind after the sea of colors from everyone's Hawaii shirts. The drink was good, the food great, and the company the best. Nothing reminds us more clearly as to why we all congregate at the track countless weekends than seeing those that make it all worth it.



PVGP BeaveRun

BeaveRun Motorsports Complex

July 7-8, 2007



Photo Montage Courtesy Lu and Walter Pietrowicz/
vintageautosports.com





New England MGT Register GOF 81

by Frank Mount

In early July the T-register's spring gathering was held in Kingston Ontario and included a day at the nearby Shannonville race track. The job of planning and running this event was left to Bob Grunau, Ron Watson and myself. Our first question was what could we safely have in the way of a track experience for a group of T cars without roll bars and driven by people with no track experience?

In our favor, the rules at Shannonville are quite open and a maximum of 12 cars are allowed on track at any time. We decided to lead the cars around in groups to give them some idea of the racing line then give them a session by themselves allowing passing only on the straights.

During the sessions we took times so that we could assign teams for a relay race to be held after lunch.

We started the relay race in single file for safety and ran for 45 minutes. There was some really spirited competition at times. George Pardee brought his race TF out to play and

put on a good demonstration of the difference between race prepared and stock. (Thanks George for supporting our event so far from home).

The plan was to have the rest of the day to use the track as much as we wanted, however a violent rain storm including lightening and strong winds swept through and ended our day just as the relay ended. I was looking forward to taking "Babe" our TB Special out to play with George for a while, but no luck.

The day went off without incident and you could tell by the looks on their faces that everyone had a great time. Other than the broken diff on Chris Knowlan's very powerful supercharged L2 prewar MG there were no mechanicals. Considering that these were just street prepared cars I think this is a testament to the basic sturdiness of the XPAG engine.



George Pardee and Company enjoying a beautiful track day with MG T series friends at Shannonville Circuit in Ontario

We Few, We Happy Few

by Jeff Brown

as told to Greg Prehodka



My wife is correct when she tells me owning an MG is like a “sickness” - it just never seems to end! And sometimes I believe it may even be in the family genes! I offer my story as proof that some of us have been infected with the MG racing bug and have waited as much as 50 years to finally race an MG!

My dad Ewing brought a 1950 MGTD in 1953 and was a charter member of the Steel Cities Region SCCA (Pittsburgh area), as well as being the first editor of their newsletter “*The Drift*”. We went to the first sports car race at Cumberland, Pa. in 1953 in his newly acquired MG. Back then, my younger brother was only about 6 months old, so my mother held him in her lap, and I got to sit sideways in the rear compartment behind the seats all the way there! This was only the first of many Sundays I would spend with dad at Cumberland watching the races. (*find Cumberland racing history at: <http://www.nationalroadrally.com/tradition.html>*)

I also recall that he competed in some of the SCCA events back then with his MG, including a drag race at the Connellsville, Pa. airport, and a 24 hour rally of the state of Ohio. Then in the 1960’s, when my younger brother and I took up the usual kid’s pursuits, dad switched to our activities, as he gave up his sports car interests and racing - but he still kept the MG he loved, and actively drove it until 1973.

We lived in Pittsburgh, so in the 1980’s when they started running the Pittsburgh Vintage Grand Prix races in Pittsburgh’s Schenley Park, I went with him to watch those races for several years. In 1987 as we watched Bob Colazzi go racing by us in his MGTD and I remember dad saying to me “*Boy, wouldn’t it be neat to restore my MG, and just go out there for a spin*”. Of course, in typical “son” response, I replied, “*Yeah, but it would be even neater to restore it and RACE it out there*”! Bob raced that MGTD quite a bit and did very well with it, and he also won SVRA’s first “Vintage Collier Cup” at Watkins Glen in 1985 at their “Zippo Vintage Grand Prix”.

Fast forward to 1993. Bob had sold his MGTD to Joe Rodman who lived in Pittsburgh. It is interesting that even though Joe had been racing modern sports cars, he acquired the TD so he could participate in PVGP in his home town. That year I was chairing “British Car Day” at the PVGP. We needed some vintage race cars for a shopping mall promotion of the event, and someone introduced me to Joe, and he gladly let us use his MG for the display. That became the beginning of a close relationship between the two of us for many years. Later I would crew for him at some of his races, for several seasons, including races at Mid Ohio and Watkins Glen.

In 1994 I crewed for Joe at Watkins Glen where he was racing his MG in the special 40th Anniversary race celebration of the all MG “Collier Cup” race of 1954. A record breaking 60 plus MGs showed up to have a go at it! Joe graciously gave me, and his mechanic Jim, tickets to the Saturday evening MG party that the MG Vintage Racers were having in down town Watkins Glen. It was there that I realized how the “*MG Vintage Racers*” were a truly unique bunch, bonded as much by their mutual self-respect, as their common bond of MG. After that wonderful evening – and the whole fabulous weekend - I came away with an overwhelming feeling of “*I want to be a part of this*”!

In 1997 my dad passed away and my brother and I were going to sell his TD. But at the last moment, our wives convinced us to keep it, and restore it. So we did that. Most likely we overdid it! In fact - and the only explanation we can offer - is that we restored it to a condition that would have made dad proud, and envious at the same time.

Then I took a Skip Barber race driving school after which Joe offered me his TD (Joe had several race cars). I bought it from him so I could finally enter vintage MG racing and joined MGVR in 2000. Since then I have not really raced it at more than one or two races a year until this year (2007)! I feel a very, very strong bond with the history of this particular MG, which I cannot explain adequately - even to my wife! But this past year (2007) I got more involved and did three vintage races with it – Pittsburgh, Watkins Glen, and Mid Ohio - which each have their own unique flavor and excitement. In July at Pittsburgh, as I was qualifying in my TD on Saturday racing around the street course, I looked up on the hill of the golf course overlooking me, and saw my dad’s MG parked there on display, as part of the British





We Fee, We Happy Few *continued*

Car Day car show. The very same spot where I use to sit with him watching Bob Colaizzi take the checkered flag racing right there! **Now, you talk about both an emotional thought, AND a rare coincidence!** So I truly do have the best of both worlds! I have a historic racing MG, PLUS my dad's show quality MG, and the knowledge that dad "joins us" each time we go out with either one of them!

As if Pittsburgh wasn't enough, I then got shell shocked in September at Watkins Glen. I had entered my MG in the vintage races which included the "Collier Cup" all MG race. After the Collier Cup race, Chris Meyers (*head of the MG Vintage Racers - "MGVR"*) approached me and suggested that I should "*Stick around for a short while*". The Collier Cup race had several awards for different categories of MGs within the race. I had forgotten about its "**T Cup**" award, as I was simply just thrilled enough to be able to "finally" race in the Collier Cup itself - with the very same MG that won the first one! I didn't realize that I had just won the "T Cup" trophy in it! (for the "First" MG'T" in the race). Well, after the shock of being awarded the "T Cup" - my wife said to me, "**You really looked speechless up there accepting the T Cup.**" And believe me, I was!

Who would have thought the year could have gotten any better! I decided to end my season with MGVR's "*Focus Event*" at the Mid Ohio race track with the VSCDA's race weekend in October. This became my first MGVR "*Focus Event*" - but it will **NOT be my last!** It was one of those unbelievable weekends where, except for the oil screen, my MG ran just great, I got LOTS of good racing in, and I had such a super time with the MG gang all weekend long! I was truly sorry to see it end Sunday afternoon! It was the best race event I ever had!

Inspired by all that, I've just begun to build another TD - a 1952, from "parts". A frame from New Hampshire, a transmission from Virginia, wheels from Cleveland, etc. This will be the "e-bay Frankenstein MG"! But my biggest wish going into the future is that at least one of my two sons comes to understand this MG mystique of which we are a part, and is able to continue on the tradition with at least one of the MGs we now own, after we are gone! I know that I will always own an MG - a TD - as I can still remember the flood of emotion that I experienced going out onto the course at Pittsburgh, as I pulled down my visor, saying to no one in particular, but to only my memory, "*OK, dad, let's go for that ride in the Park that you always wanted!*" That almost brings me to tears even now!

I only offer my story as another proof that "*..we few, we happy few, we band of brothers*" transcends more than what any of us experience individually!



David Haines Photo



It Was a Chocolate RUSH - Like I've Never Had Before ! Hershey Hillclimb 2007 by Greg Prehodka

I've run a number of hillclimbs over the years with my MGTD, but never the Hershey Hillclimb at - *you guessed it* - Hershey, Pa. It's a historic hillclimb run by the Pennsylvania Hillclimb Association on an access road located behind the famous Hershey Hotel (*a beautiful historic place itself*). So with MG being the featured marque this year - for both "Show" and "Go" -, and Hershey Resorts celebrating its own 100th anniversary, I set sail for chocolate town the weekend of May 5-6.

This hillclimb is only a "Short Burst of Speed - Flat Out" - with every second counting! No pacing yourself here. There are no classes and only one award. The driver with the fastest time up the hill for the weekend gets honored with a hat saying "King of the Hill". And unlike race tracks - which are designed for racing - this is a regular road with many potential hazards for any off-roaders!

The Hershey "Hill" is only 7/10 tenths of a mile long, with a rise of 200 feet, on a moderate incline. (The Mount Equinox Hillclimb in VT, on the other hand, is 5.2 miles long with a 3,140 ft. rise!). From the start line to about half way up, it has a few gentle sweeping curves through a lovely wooded area with hiking trails and some cabins. That section can be taken flat out by most cars (definitely mine). Then it winds through a series of six tight turns connected by short straights. The road looks more like a driveway, is quite smooth, and is just about wide enough for two cars to pass each other, so racing lines through corners are somewhat limited. There are several spectator areas and even a free bus to shuttle them around. This was the 6th year for the "Hershey Vintage Hillclimb". It also included a car show at the Hershey Hotel right above the hillclimb, plus special "Car Corrals" for car clubs by the racer's paddock. In its early years, cars raced up this hill from 1958 through 1970. This was a big time event back then. "In the spring of 1967 the Hershey Hillclimb had 179 entries, 5,000 spectators and Sport Car Graphic magazine on hand to cover the event." In 2002 it was revived as a "Vintage Hillclimb" for race cars up to 1982, thus bringing back many of the cars that originally raced here. In 1958 the fastest time up the hill was 70.6 seconds posted by a Renault Alpine. Now, the fastest all time record is 45.6 seconds held by an Eldon Super-V. This year there were 57 entrants that ran the gamut of car types and years: Original Mini-Coopers, '60 Saab 93F, '52 Allard J2X, '70 TVR, '82 Dodge Charger, '73 Lola T340, '66 Sunbeam Tiger, '82 Toyota MR2, '73 BMW 2002, '69 Mustang Mk-1, etc. Flying under the Octagon flag were my MGTD, 1 MGA, 2 MGBs, and 3 MG Midgets. Plus some of these cars were

sneaky "wolves in sheep's clothing" when I looked closer at them to figure out why they were so damn fast! Like the MG Midget powered by a Mazda RX-7 rotary engine, or the MG Midget powered by a Buick V-6 engine (which had the quickest hill time this weekend)! Rounding out the weekend, there were 67 vehicles in the "Car Show", plus 45 street MGs attending which did several "Parade laps" up the hill during the lunch break on Saturday.

So, what's it like to race up this chocolate hill? First, I walk the hill Friday evening to take a close, look at it - which I find most helpful. It also let me experience the beauty of this lovely area, with its mature trees and wild-life, complimented by the sound of water trickling down a small creek and birds singing. Saturday morning they start out with about half an hour of open "Touring Runs" for all racers who want it to get a glimpse of the hill. Cars then began racing up the hill however they lined up. One car would start racing up the hill, and when it reached about half way up, they would release another car. But if the car on the upper portion got into any trouble, the car on the lower portion would be stopped. After everyone gets a run in, repeat....

No pace laps here, so before I line up, I fire up my engine for a while to bring its temperature up to around 160 F for maximum power and to get the oil to its proper operating temperature, and then shut it down. And with this being a short hill, overheating will not be of any concern. And a big plus - the weather was perfect! Sunny, dry, and about 70 F. OK - the cars line up to race and I'm in the queue. When it's my turn, I'm waved up to the starting line. I inch my MG up until it breaks the timing light beam, as a worker slides a "stop wedge" behind my rear wheel (to keep me from rolling back). I sit in neutral, blipping my engine (damn, its open exhaust sounds cool!). Just to my left is a "Traffic Light" which is now glowing red. I anticipate my moment. There's only me - my MG - and the hill. When the starter receives a "course clear" from race control on his headset, he looks me in the eye and gives me a "Thumbs up", as he cracks a grin that says it all - he knows! I flip down my helmet's visor, push the clutch in, and slip the gear lever into first, as I now focus on the traffic light. Red - Red - Red - GREEN - and I'm free to GO! Timing of my run does not start until my car leaves the starting line. I bring my engine revs up to about 5 grand, ease the clutch up, and nail the gas while feathering the clutch with the wide open throttle to launch my MG, and I'm off! First gear winds out very quickly (I'm running a 4.87 rear end - but really should have my 5.13 for this hill).



Hershey Hillclimb *continued*

Then I then grab second gear and clip my first apex on a sweeping right hander - by a hay bale covering some obstacle at the edge of the road. Engine sounds on tune and happy - not missing a beat! As second gear winds out, I'm looking ahead for my next apex approaching on the left. **Bang** into 3rd gear - as I'm picking up speed and apex the road on the left. The trans - *with its worn syncros* - complains a bit as I speed shift - but - hey - **this is racing!** Trees are flying by faster, as I suddenly notice braking markers approaching on the left side of the road, as I'm taking a slight curve back to the right. Cars approach this corner at speed, and its view is somewhat obscured by the hill to the right, so braking markers are a most helpful aid. I'm wound out about half way through third gear as I straighten out my MG to set up for braking, and then stand on the brakes at the right edge of the pavement - around braking marker number two - slowing down to enter the first challenging turn - a sharp left hander of about 170 degrees. As I'm on the binders, I also double clutch and down shift back into 2nd gear. My old beast - with its street Michelins - is actually a reasonably well balanced car in the handling department. The natural urge in this corner is to turn into it to quickly - which can get you into some serious trouble! I take a "late apex" on it. The concept is simple - **"Come out of the corner with as much speed as possible!"** - thus a late apex - from which I'll unwind my turn as I accelerate out! From the right edge of the corner I gradually bring my left front tire in to kiss a late apex on the left side - about two thirds of the way around the corner - sometimes doing a bit of throttle steer to stay balanced - and then unwind and accelerate out to the right edge of the road, usually with the car sliding a bit sideways and get it pointed straight ahead again and pour on full throttle! Its a rather smooth 1-2-3 rhythm, with the car making some cool sounds! OK, out of the turn, full throttle again, and repeat this cornering stuff for five more sharp turns in fairly rapid succession. On my first timed run I take my best gut feel of how to get through each corner, and attack the hill conservatively. Then with each additional run I refine my lines to get every extra mile per hour exit speed that I can - which of course will translate into faster hill times. It's thrilling and a true test of my driving skills at the edge with a 54 year old MG (*not to mention that the driver is even more vintage!*) But screw up here, and some of those lovely trees can quickly rearrange your sheet metal - not to mention your body. So, as I blast through the last turn - a sweeping left hander - I catch a glimpse of lots of people watching on the hill to the right as I fly over the finishing line, and back off the gas! **What a Thrill! A Hershey Natural High!** My times up the hill range from 71 to 74 seconds. I cross the finish line, and continue down the hill on the back side of the road. And with my free time, I

check out all the other interesting cars and displays in the area - and there were plenty! I get eight runs in for the weekend before deciding to pack it in mid Sunday afternoon. And what I did - **just cause I wanted to** - on my last run on Sunday, was to go up the hill somewhat slower and give a "thumbs up" to all the workers along the course and the spectators - **my way of thanking them for their support.** Actually there were more volunteer workers supporting this event than there were racers. **Bless them all!** Plus I also rate this weekend - or any race weekend - as **"successful"** because I can drive my ol'53 MG back on the trailer!

To compliment the racing, Friday night they had a "Drivers & Crew" welcome party in the paddock. Saturday evening, we had a really nice hot buffet dinner at their local "Giant Stadium" arena, where their indoor pro sports teams play. Do I have to tell you that we had chocolate deserts! Each racer was also given a beautiful glass inscribed memento of the event. Not a bad weekend's deal for only a \$125 entry fee.

Did I have fun - **just measure the huge grin on my face!** Now, lets see, next on my racing schedule is Lime Rock - **with a twist** - in June. The twist is that I'll be the crew, and my daughter Rachel will be the race car driver of my ol'53 MG in her first race as the torch is being passed! This reminds me that I started doing all this crazy vintage racing some 30 years ago in 1977 at Lime Rock in my first race - a six hour endurance race for MG T series cars - can you believe that? How can 30 years fly by so fast!



Competition



2007 ROLEX MONTEREY HISTORIC AUTOMOBILE RACES

August 16-19 2007

There will be no way I will possibly be able to put into words what a wonderful experience the Rolex Monterey Historic Races were.

Everything was a dream come true. 75 degrees, a newly paved track, lunches, breakfasts, welcoming party, and on and on and on. The quality of car preparation and performance, 30 Indy Roadsters, 17 Porsche 935s, Pre War Bugatti's, Ferrari's, Special's, 25 CanAm, Lola's, Corvette's, Jag's, Porsche and on and on. Honestly it was so overwhelming that at times I would stand in front of one of these cars and weep. Bobby Rahal, Unser bothers, Emmo, Dan Gurney, Parnelli Jones, Derek Bell, Brian Redman, Andy Porterfield, Chuck Daigh, and Vic Elford all walking around checking out cars just like the rest of us.

A special bonus for me was that for first time in my entire family would be at the track on Saturday for our main event. My father who first introduced me to racing in early 60's at Indy, Mom, my wife Kari and daughter Taylor were all there to cheer me on. I waved each time I drove by them (not easy flat out in 4th gear in turn 4 at Laguna). Hopefully you all will find this out for yourselves next spring.

WEDNESDAY

We rolled in Wednesday mid-day to set up early due to a very crowded paddock (400 cars) and to get teched early. We were very fortunate to be next to Jim Weissenborn in his beautiful Byers Special. Jim being a vet at the event took me under his wing and showed me the ropes as this event is run very differently than any any other race I've attended. Once unloaded and the trailer parked we had time to see the cars that had arrived the weekend prior for the Pre Historic weekend.

THURSDAY

Steve arranges for classroom instruction for first timers to the track, I wasn't invited but sat in the back of the room anyway. The Skip Barber instructor went over the track corner by corner and I found it very informative. Schedule for my race group - 3A was Friday 9:30 practice, Saturday 9:40 practice - 2:40 race - so we had a free day to do any final prep work, view cars and desperately trying to keep our wallets in our pockets. So many cars, so little money!

FRIDAY

We wake to sunny skies and 60 degrees. Drivers meeting at 8am for a very nice welcome from Steve Earle and the usual conversation of flags, corner station locations and to be safe as the cars on the track represented the best in the world so lets not screw them up. Back to our pits for my usual 4 trips to the can prior to rolling onto grid early to ensure some open track time. The first time I raced at Laguna was over 20



years ago and I still find this one of the more beautiful tracks to race on and also an easy track to get bit. In my MGA turn 4 is flat out and you must use every inch of the track - turn 6 is nearly flat with a bit of trail braking, turn 9 is 4th and will bite you big if you go off, turn 11 is 2nd gear and if not done properly will destroy your lap times. Ok... back to our session. I roll out to pregrid, only 2 cars in front of me, Al Leake and his Alfa (Sophia) and a Porsche 356. Well wouldn't you know that Porsche blocked me for nearly half of the (practice session) before I managed to get by but not before running me off the track twice. Nice start to a long weekend. The track condition was truly amazing as it was just resurfaced for the GP bikes, i've never seen a track so smooth. The welcome party hosted by Rolex started at 5:30 with a nice selection of wine, beer and great finger food. Steve Earle welcomes us all and introduced the the Race of Legends drivers. Rutherford, Bell, Rahal, Parnelli, Elford, Emmo, and the Unsers will all be racing a 8 lap sprint race on Saturday driving 215hp Scion TC sport coupes. As it turns out only 3 of the cars remained undamaged. I don't think the 13/13 rule applied for their race.

SATURDAY

Today is the big day for spectators as Sunday is usually all about Pebble Beach show. There were easily 1000 people about at the corkscrew. We rolled out to pregrid early for our practice session to ensure we had a few hot laps without traffic. The Abarth Porsche was first out, me in "The Pile" 2nd then the remaining 28 cars. We had agreed to hotshoe it the first few laps to get a bit of room between us the the rest of the gang so off we went... we were pretty much nose to tail all session long so I paid close attention to where his weak points on track were. What I discovered was that he would pull 10-12 car lengths on between turn 11 and 2, then I



Scott and Shanon DeLuca in turn 2



would pull back up to him by turn 5. The driver was very smooth and didn't move his car around the track a bit. I was way out powered and I knew this Porsche was not going to be easy to pass in the race. Session over I walked up to the owner as he was just getting out of his car with a big smile on his face. Boy was that fun and are we going to put on a show in the feature. Jeez, I thinking how I could pull one of his plug wires to slow him down. The session went well putting me 3rd on grid for the race behind the Arbarth and a 356 on the pole.



Lap 2 - chasing the leaders

2:15 - time to grid up for our 2:30 feature race... the usual 3 trips to the can and I'm ready. I think. One minute signal comes out and moments later we roll out to the hot pits for the waiting pace car. The first 3 rows of cars are all sliding their cars through the corners to get temp into the tires, lots hard throttle and brakes to get pads to temp as well. As we come over the corkscrew I was amazed at how many people there were standing and watching. We bunch up coming out of 11 and the pole sitter stabs the throttle, so here we go, one, two, three cars are by me by turn one. This is pretty normal for this MGA, all ok as I know that I'll slowly starting picking them off as the race progresses. First its the Morgan 4+4... I get a great run out of 4, the Morgan hesitates as he follows the 356 to closely... I'm by. Now its nose to tail with the Green 356 for 3 laps... he's killing me in the technical and motors away in the straight. Be patient, get in his mirrors, on the exit of the corners... one more lap and it happened - he looked and missed a shift between 9 and 10 and that's all I needed. 2 down one to go, at least so I think. The White Alfa is a rocket, he gets by the Abarth, and hunts down our leader in the 356. So now its back to me and the Abarth again.... for 6 laps I dog

him big time and I know his weak corners. Now in the final lap we are in lapped traffic, this is good, I can make this happen! We come up and over the Corkscrew, we have one lapper in front of us, the Abarth goes outside I go inside and no doubt scared the bejeebers our the driver. We go side by side through turn 9 literally 12 inches apart. He pulls me to 10 but this is where I found him weak... my exit speed is much better, two more lappers, the perfect pick! Sure enough, the Abarth gets hung up just for just a moment, I squeeze by on drivers left, late brake, and I'm first into

the corner. First out of the corner and I see the checker its waving, I'm doing my best Fred Flintstone as the Abarth motors by beating me to the flag. The smile is still on my face. This photo pretty much sums up how I felt about the entire weekend. *Whoohoo!*

Scott Brown - MGA #41, *The Pile*



Cool off lap at the corkscrew



Chasing the Alfa down the corkscrew

GROUP 3A MGAs

GARY ANDERSON
JIM PHILION
SHAWN DELUNA
DARYL VERKERK
SCOTT BROWN

Photography courtesy of Kyle Burt Photography
www.kyleburtphotography.com



Cheap? or Clever?... **WHATEVER!**



Bob Spruck shares a series of 'Cheap or Clever...' articles in the hopes that we will share our cheap, clever ideas with other MG vintage racers. Your editor plans to run at least two "Cheap..." articles per issue until we run out of "Cheap..." ideas. (Is that ever possible?) Send 'em in!

CHEAP TRICK # 11– TRAILER WHEEL CHOCKS *by Bob Spruck-Motormouth of the South*

All of us have vintage racecars so we are familiar with car hauling trailers. The only guy I am aware of who still drives his car to the track, takes off the windshield, tapes up the lights, and unhooks the trailer with his tools and tires, races the car, and (hopefully) drives it back home, is Richard Taylor of the Friends of Triumph. The rest of us chose to trailer our racecars to and from the track. Small or large, open or enclosed, ours or somebody else's, it takes a trailer with all the concomitant equipment to get us there.

Trailer towing can be very dangerous. All of us have invested lots of time and money to make this effort as safe and uneventful as possible. When I first started racing, I used a borrowed Formula Ford trailer for my Midget. It was light and easy to tow with my wife's front wheel drive minivan. Best of all since I couldn't maneuver it with my minimal trailer towing skills (especially backing up) I would unhitch it and move it by hand. When I had to give up that trailer and buy my own, I decided on another single axle open trailer. It was inexpensive, easy to see where I was aiming it when I was backing up and the single axle enabled the coveted manual mobility. It was much bigger than my first trailer but because I had accumulated more "stuff", it was heavier and I was less able to move it myself if I couldn't park it exactly where I wanted. So, I had to get better at backing and maneuvering. My third and current trailer is a 16' enclosed, dual axle Haulmark that weighs 2200 pounds. That's before I installed all the cabinets, shelves, and other things that make it my home away from home at the track. My early need to position the trailer by lifting the tongue and pushing it around taught me the value of brakes. There were none on my first two single axle trailers, so I became very reliant on wheel chocks. When I graduated to the big trailer, I felt I needed big wheel chocks. A 2x4 thrown under one wheel didn't seem like it would do the job any more.

As usual, when I am challenged with something dirty, dangerous, uncomfortable, time consuming, inconvenient, or expensive, I try to figure out a way to avoid those adjectives. Clever is cool, cheap is important, but clever and cheap is what I seek. Some solutions are cheap rather than clever, others are more clever than cheap-whatever. As long as it works.

The set of wheel chocks in the photos was easy to make and very effective. They fulfilled my idea of cheap and clever perfectly. The design includes one 15" long 2 x 4 as a base, and another cut at a 45-degree angle as the bearing surface against the tire. I cut a 6 inch long slot in the top of the bottom piece with a router, then tied a knot in each end of the rope, laid the rope in the slot and used a large staple in the slot to keep the rope there. The angle cut piece was then nailed over the slot on top of the bottom piece. By putting a pair between the tires on each side of the trailer, you get chocking in both forward and backward directions. By attaching the pair together, you get convenience and ease of placement. Of course, they were painted safety visible yellow. I use a pair on each side of the trailer so that once the trailer is unhooked from the truck it can't roll or twist. Because of the lowness of my racecar and the fact that my trailer has rear doors and not a ramp, the angle between the floor of the trailer and my 2x12 wooden ramps is critical. If I don't disconnect the trailer from the truck and jack the front up to its extreme high position, the header collector snags the edge of the floor. Since the trailer is not connected to the truck for stability and non-mobility while I drive the car on and off, the dual pair of chocks is a necessity.





Cheap? or Clever?... WHATEVER!



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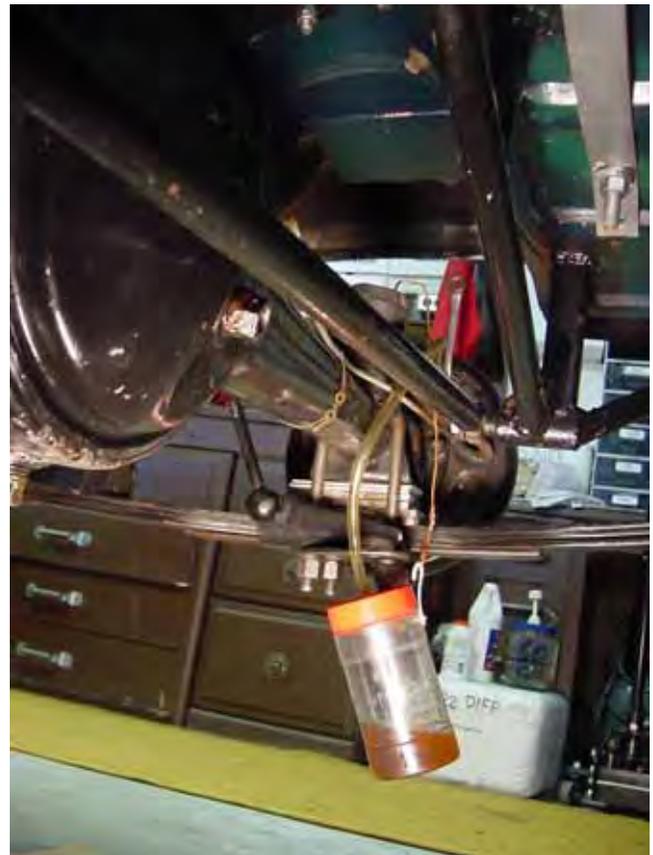
CHEAP TRICK # 10--Brake Bleeding the Easy Way by Bob Spruck-Motormouth of the South

. Bleeding the brakes on any car is usually an exasperating experience. Therefore, we don't do it as often as we should. In order to make it as easy as possible and therefore do it frequently on my 1967 MG Midget, I installed Speed-Bleeders. These little devices look just like the factory bleed nipple except that they have a spring-loaded valve inside that allows fluid to flow out and no air to flow in. Installation is simple and involves screwing out the stock nipple and screwing in the Speed-Bleeder. The bleeding process is likewise very simple. Just attach a tube to the nipple and lead the tube into a container, open the bleeder, and pump the brake pedal a few times. I tried various instruments over the years, both borrowed and bought. Some operate on air pressure from your spare tire to push fluid through the lines to the wheel cylinders or calipers. Others create a vacuum from the brake end and draw fluid from the reservoir. I hate the thought of brake fluid under pressure, especially in the engine compartment around painted surfaces, with the possibility of a leak or equipment failure or malfunction, to say nothing about the probability of an error on the part of the mechanic (me!). I like to keep things as simple as possible.

As usual, when I am challenged with something dirty, dangerous, uncomfortable, time consuming, inconvenient, or expensive, I try to figure out a way to avoid those adjectives. Clever is cool, cheap is important, but clever and cheap is what I seek. Some solutions are cheap rather than clever, others are more clever than cheap - whatever. As long as it works.

With the Speed-Bleeders, bleeding the brakes is really a one-man job. You don't have to be at the brake end to open and close the valve as someone else pumps the pedal. All you have to do is open the valve and leave it while you pump the pedal. That takes care of one of the issues in brake bleeding but you still need to solve the other. That is how to safely catch the brake fluid that is forced out of the bleeder valve on the caliper or wheel cylinder by the pressure exerted when you step on the pedal. While you are pumping the pedal, you can't be holding the catch can. The solution is to use a con-

tainer at the other end of the tube. I like to use a plastic container rather than glass and hang it on a convenient place on the car. If you set it down on the floor, the kink in the tube always wants to turn it over and spill the contents. You also would need a longer piece of tubing. You also don't want to put any pressure on the tube so that it pops off the bleed nipple. I don't use any glass soda or beer bottles around my shop-only plastic bottles or aluminum cans. This contraption may not look pretty, but it works and I don't have to worry about it spilling or breaking.





T Series MGs Sweep Class at Pittsburgh Vintage Grand Prix

by Greg Prehodka
photos as credited

From a mixed group of 43 cars in the under 2 liter production group, up through 1959, MGTDs captured an impressive top three finishing places at the Pittsburgh Vintage Grand Prix in July (in Pittsburgh, Pennsylvania, USA). With the top six cars all within 4 seconds a lap of each other, on this winding 2.33 mile long road course through Pittsburgh's Schenley Park, there were several lead changes, but when the checkered flag fell it was Manley Ford, MGTD 1st; George Shafer, MGTD 2nd; and Paul Fitzgerald, MGTD 3rd, with all three of them having their fastest lap times within 2 seconds of each

other! And this was accomplished racing against the likes of Elva Courier, Alfa Romeo, MGAs, A.H. Sprite, Lotus Elite, and other quick cars. The Schenley course puts a premium on car handling and driving skills. This was the 25th running of this event as a charity fund raiser, which has raised over two million dollars since 1983, when it began as a one day race. Now it is a 10 day long vintage car festival which is unique in North America, with 180 vintage cars racing this year at Schenley Park!

2007 Pittsburgh Vintage Grand Prix Entries

41	Robert Sterling	Andover, IL	1934 MG NA
134	John Schieffelin	Florence, MA	1939 MG TB
704	Frank Mount	Caledon, ONT	1939 MG TB Special
284	Steve Konsin	Roswell, GA	1950 Lester MG Special
54	Tom Baumgardner	Tallmadge, OH	1957 MG A
69	George Smith	South Egermont, MA	1948 MG TC
162	Chris Meyers	Burlington, CT	1958 MG A Twin Cam
176	Bob Schoeplein	Reston, VA	1960 MG A
191	George Shafer	Somerset, PA	1951 MG TD
372	Monroe Snider	Pittsburgh, PA	1958 MG A
392	Jim Weissenborn	Corral de Tierra, CA	1959 MG A
450	Mike Barstow	Fremont, CA	1953 MG TD
482	Edward Callo	Monroe, CT	1947 MG TC
514	Jeff Brown	Pittsburgh, PA	1950 MG TD
607	Mark Sherman	Short Hills, NJ	1953 MG TD
757	Ed Cronin	Saegertown, PA	1953 MG TD
776	Manley Ford	South Lyon, MI	1952 MG TD
833	Paul Fitzgerald	Hampton Falls, NH	1953 MG TD
928	Frank Filangeri	Lake Ronkonkoma, NY	1951 MG TD
128	Michael Zappa	Pittsburgh, PA	1962 MGB B
147	Tom Dick	Winchester, VA	1962 MGA 1600
281	Nowell Korey	Wilmette, IL	1963 MG B
991	Donald Dickey	Marissa, IL	1963 MG B
427	Mark Ferrara	Sayville, NY	1962 MG Midget



Competition



Pittsburgh Vintage Grand Prix July 13-15, 2007





'Wine Country Classic' Races '07

by Scott Brown 'the Pile' MGA #41

For those of you who don't know about the Wine Country Classic, its run by General Racing's Steve Earl. It's a celebration of wine and vintage racing on the country's most dynamic road course at Infineon Raceway. In all, more than 250 vintage racecars will not only be on display, but they will also tackle the 12-turn, 2.52-mile serpentine circuit in a full weekend of racing in nine categories.

Wine County was a fun weekend for both Ed and myself. Great racing all over the grid in our Group 4 - Production cars from 1955 - 1962. We rolled into the pits Thursday afternoon to set up camp then off to kart track for a few hours of abuse to ready ourselves for the weekend.

We had fog and cool weather nearly all weekend and the MGAs loved it. Just like the motherland. Friday was uneventful, 2 practice sessions with the last cut short after 3 laps due to one of the cars oiling the track from 3 to 11. I came around turn 4 at full tilt when I realized that I was not where I was supposed to be, as the car was in a big, big 4 wheel slide - I look up to see a Lister Jag doing his version of victory burn out at the top of the corkscrew as he swapped ends. I gathered the car, cleaned my shorts, and went to the pits. Enough, whew.



John Fulton photo

Saturday started early with a 7:30 drivers meeting. Steve Earl gave us all a very kind welcome and reminded us how fortunate we all are having lost so many fellow vintage friends this year. We were out on track at 9:30 for our practice/qualifying session, with Ed and I running together. I noticed a big change in the car with excessive over steer. I had just installed bump stops due to excessive body roll and I was tearing up the rear tires... We cut them down to fix that. Ed as usual was fast and smooth and keeping up

with him is always a major chore. We strolled over the pick up the grid sheets for the afternoon race to discover we are 5th and 6th on grid behind Al Leake's Alfa (Sophia - 10 time national champion), a very quick 356 and a Corvette and Doug Saleen in his Morgan. Behind us is a slew of Corvettes, Elvas, Tom Price in his 6 million dollar Aston Martin and about 35 other beautiful race cars. 2:15 race time.... The green drops and my car sputters, and 4 cars get by me before I can blink - Ed was kind enough to stay behind me as he was boxed in. Finally my car clears up and game on. We both managed to get by half of the cars that left me in the dust by race's end. Pretty uneventful with the usual count of cars falling off the track or breaking down. The pole sitting Corvette did not make lap 3 as de drove straight into the tire wall, drivers left at turn 2. A piece of this body was delivered to us. Seems the entire car body was made out of one layer of carbon kevlar and one layer of fiberglass.

Carl Vogel, the original builder and owner of the 31 car made the trip from Chicago for the weekend races and to see his beloved MGA. The look on this face was priceless when we walked to our pits. He spent a good hour looking at the car for it had not changed over the last 6 years. The best was when he sat in the car. He closed his eyes and had the biggest smile you have ever seen.

The Jim Russell School had a grand opening of their new facilities that night-we crashed the party after the WC buffet. We walked up to the gate and they asked us if we need passes. Why, yes we do. Super Models everywhere in very nice dresses that were better suited for a night club not a cold evening at Sears Point. We didn't mind a bit. J Joe and Jennifer Montana were there too. Audi was there with the RS4s and the RS8s giving rides around the track by the Russell instructors. And I mean rides! They were flying around the track much faster than our Brit cars will ever go.

Sunday rolls around to sun shine and lucky for us no early drivers meeting. I shared my secret of the bump stops with Ed so he now cuts his down about 1/2 of an inch. After the morning practice session he gets out of the car with a big smile and says, "Yeah baby, you've been holding out on me, watch out!" Oh boy am I in trouble now. As if Ed needs any help at all in getting by me. Grid sheets are out for the big race, we are gridded 6th and 7th, we me finally in front of Ed (my timing of the bump stop info was well timed). We grid up for the 2:30 feature race and I look up

Competition



Wine Country Classic *continued*

in the stands-- people everywhere! The main grandstand is very full, and turn 2 is crowded as well. We generally never have spectators at our races, so this is really fun. We roll onto the track for the pace lap, I nearly drive off the track at 2 waving to our adoring fans.. jeez. Al Leake is directly in front of me going full throttle with handful of steering wheel to warm his tires... I'm thinking, holy smokes, you better get your game face on here buddy as these guys are very serious. The green drops, I have a start of my lifetime and get by Al and Doug, and I find myself in P4. Now what do I do?! I've got Al inches from my fender and Doug next to him and we have 10 laps to go. Well lets just say, it took Al all of 2 corners to help me with that as he sailed by entering the carousel. We both turn in and the cars go straight, both of us in a big slide all the way to the bottom of the carousel. What the heck, are my tires, going, is my car broken? Seems with the 2 days of fog and weekend oiling of the track the sun had bought it all to the surface and the entire track is like driving on ice. WhooHoo... this will be fun. Lap 2 - Al is at full song chasing down the Porsche with me 1/2 car length behind him in hot pursuit. Knowing Al's background, I know its time for me to go to school, watch from the master and learn - and learn I did for the next 2 laps as he slowly pulled away. As we exit turn 4 the Porsche slows and pulls to driver left, one down.

By lap 4 Doug in his Morgan passes me down the front straight after a good run out of turn 11 as I am now struggling to keep the my car slowed down and rotated through hard corners. In my mirrors is Ed and the Austin Martin side by side about 100 yards behind me knowing full well that Ed now has me in his sights now that the Austin is cleared. I really need to hustle to keep in front of him.

Lap 4-7 - With the Alfa and Morgan just 100 feet in from of us Ed is now hounding me at the big braking corners, I pull from him slightly in the technical but he is right there waiting for me to make the slightest mistake. I keep telling

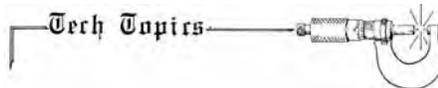
myself, keep out of your mirrors and drive, drive, drive. As we enter turn 11, braking down from 110 mph to second gear, I just had to look, missed my braking point and we are now side by side, brakes locked, tires screaming, cars pushing, only 24 inches apart. He had a better run coming out so now I'm watching him. Nose to tail for the last lap, I get a run out of 11, I'm closing, closing, closing, I see the checker waving for the Alfa and Morgan - Ed slows just a tad for the grandstands and we make it a photo finish. Ed beats me to the checker but I don't care as I had more fun in 10 laps than I've had in years. We take the cool off side by side, laughing and waving to the corner workers and crowd. Another great weekend of West Coast racing.

We load up and head home to be with our families a bit early waving off the awards ceremony. Later that night I was checking emails when I discovered we were giving an award by Steve Earl for "The Best Appearing and Performing Car in Group 4" for the 41 car. Pretty amazing given the company we were in. FYI - This is the same award Ed was given last year for the 31 MGA.



John Fulton photo

Tech Topics



Removing Brake Pistons

by Dave Burrows

I have had more problems removing the brake pistons on MGA Twin Cam calipers than any other. Usually, compressed air will work, but for some reason the twin cam piston doesn't want to budge, or it gets cocked and binds in the bore when using air.

Hydraulic power to the rescue! Modify a 3/8-24 grade 5 bolt by center drilling the shank (13/64") almost to the head, then drill and tap the head and install a grease fitting. Plug the appropriate holes in the caliper with this modified bolt and unmodified bolts. After a few strokes of your grease gun, the piston will start to move and you can safely direct its removal.



La Carrera Panamericana (continued)

by *Jim Austhof*

Continued from last newsletter

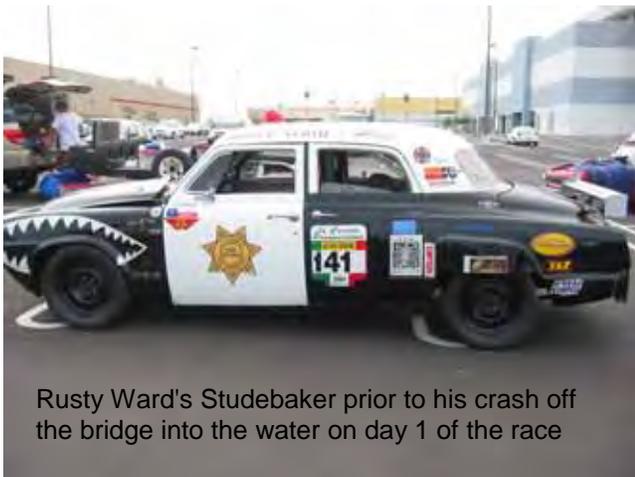
The next morning was day 1 of the race and the racers would be running the same 1st section as in practice but continuing on to complete 300km total for the day in an "out and back" run. Again Dave and I went out to the service area to meet the racers at the halfway point. Again it appeared to be mass confusion as the racers pulled in and crowds gathered to touch the racecars and talk with the drivers. Our car was running good but once again there were crashes and more cars were out of the race including the beautiful \$150,000 1955 Oldsmobile belonging to Jerry Churchill. I think we finished 48th. Great! Day 1 was finished and we were on track to accomplish our goal of finishing the race. That night at the drivers meeting I saw Frans (MGB-GT) on the podium. He had finished second in class and 23rd overall!

On day 2 of the race Tom and George once again started in the city center but this time we would be leaving Vera Cruz and racing to Puebla while covering a distance of 381km. The "gasolineria" was at Los Cafetos at about the halfway point. When Tom and George did not pull in when expected we began to worry but then about 1/2 hour late we spotted them. They were all excited. George said they were rounding a curve as they were ascending the mountain when they saw 2 donkeys in the road. Tom managed to swerve between them but had gone off on the inside shoulder and had blown a tire on a large rock. They quickly put the spare on and found that there had been no other damage and they continued down the road. However, they reported some overheating and effects of being too rich on the mixture at these 7000' elevations. After gassing up and some minor adjustments they were back on the road. Dave and I headed on to Puebla and our hotel. Tom and George pulled in after dark and we quickly went to work on the Volvo. We pulled the oil filter and checked for contamination to verify that a bad bearing was not the cause of the overheating. That looked good so we set about changing the needles in our SUs to a leaner mixture as the rest of the race would be at elevation. We synced the carbs and timed the engine and finally went to

get something to eat. Exhausted we went to bed after eating so we could get up early and do this all over again.

Tom and George left early as day 3 would cover 526km and include a speed section at the Autodromo Hermanos Rodriguez in Mexico City. This is the same track that the Champ Car race was to be run on later in the afternoon. As things would have it, everything went well for the Volvo and the guys set some good times at the racetrack. Not so though for Dave and I. We got horribly lost in Mexico City and spent hours trying to find our way out. And to make matters worse Dave didn't like the route we finally found to leave the city so he drove back in again and we got lost all over again! That night Tom and George beat us to the hotel in Queretaro. The good news was that the car was running better and we had time for dinner. Frans again finished 2nd in his class in his MG and a remarkable 22nd overall for the 3 days of the race.

Day 4 would take us to Morelia and would include the "Mil Cumbres" mountain stage covering an overall distance of 267km. Dave and I didn't have the "force" with us this day. As soon as we left Queretaro and entered the toll road we encountered an overturned semi and were stuck in a traffic jam until they cleared the road. We then managed to get lost in Celaya and then in Acambaro. Thus we missed meeting the Tom and George in the service area at lunchtime. Just as we neared the turnoff after Acambaro to Morelia I received a phone call from Tom. They were stopped dead at the side of the road with a frozen alternator. Tom briefly commented that they were near the stage 6 speed section when the phone went click and Tom was gone. I tried and tried to call Tom back but could not reach him. Dave and I quickly consulted our Servico route book and saw that we were near the cutoff where we could either go on the toll road to Morelia or cut off to the mountain stage and try to find Tom and George. We quickly decided to take the mountain route which ran through the National Park. After 45 minutes of fast driving we were at the base of the mountain and starting up the steep and winding road up and over the mountain pass. Fifteen minutes later we rounded a sharp curve and saw a car hauler and wrecker at the side of the road. The hauler had a smashed Studebaker on the back and the wrecker was hauling another wrecked Studebaker out of the forest. Drivers, crew, and others were standing around so we passed by and kept going, although with much concern about hauling a trailer on these steep and winding roads. Dave was driving and I soon realized that he did not have experience hauling a trailer on mountain roads. On one slippery corner he had the Tahoe and trailer sliding sideways around a curve. After that at every corner I was reminding him to "brake in a straight line Dave and accelerate through the curves". After miles and miles of twisty driving and seeing a couple of other breakdowns and wrecks we rounded a corner and saw our Volvo and a 356 Porsche coupe pulled off together at the roadside. We saw huge smiles



Rusty Ward's Studebaker prior to his crash off the bridge into the water on day 1 of the race



on everyone's faces as we pulled up.

Tom and George explained that a bearing had frozen on the alternator and they had thrown the fan belt. Fortunately it was near the last gas station at the base of the mountain. There, they had purchased the smallest fan belt they had and by turning it upside down with the "V" facing out they could run the water pump if they did not rev the engine. The Porsche had an internal cam related problem and was dead. The Porsche driver was

a Series 1 E-Type Jaguar had gone over the side of a cliff and crashed into the trees 150 feet down

a Frenchman from Monaco. Tom said he could drive the Volvo if he took it careful and thought the battery charge might get us to the hotel. We determined that we could get the 356 in my trailer so we lined up in one road lane and proceeded to push the car into the trailer while Dave stood on the road and waved a red flag to warn oncoming traffic. By the time we finished, the Porsche drivers crew arrived in a rented minivan and we proceeded on in a caravan. A mile up the road we

passed a spot where a series 1 E-Type Jaguar had gone over the side of a cliff and crashed into the trees 150 feet down. People were standing around again at the roadside and we found out later that evening that the 19 year old co-pileto was in the hospital in a coma. Dave was driving again but now we had a car in the trailer and a ton of more weight. A little further up the road we came to a spot where half the road was washed away from a recent rainstorm. When we passed and looked into the washout all we could see in the void was clouds below us. A few curves later the Volvo pulled to the side of road. It had run out of gas! You are not allowed to transport any gas in this race so we had to try to siphon some. We quickly found out that siphoning is not possible in a modern car. Ah, but we had gas in the Porsche! We opened the side door on the trailer and the Porsche crewman jumped in and popped the hood exposing the fuel cell. We had a gas can and Tom was the first to try to siphon. After sucking gas and coughing and spitting the gas stopped... then George started sucking and after coughing and spitting again the gas stopped flowing. Now all eyes were looking at me! Once again after sucking and then coughing and

spitting and gagging the gas started running and then stopped.



Wrecked Studebaker as we ascended Mil Cumbres looking for Tom and George

Sh!*! Now all eyes turned to the Frenchman. After staring at each of us he finally said " tell you what... lets disconnect the fuel line at the engine and duck tape your hose to mine and I'll turn on the fuel pump and we'll pump the gas into your gas can". Damn! once again I was reminded that no matter what you may thing of the French (even one from Monaco) they ain't stupid!

An hour and a half later we limped into our hotel lot. It was dark and we were tired and hungry but after checking in we quickly went to work on the car and unloading the Porsche. As we did not have a spare alternator (we were running a GM alternator on our Volvo) George set out into the lot to find an alternator from a fellow competitor. After 20 minutes he came back with one but after putting it on we found it didn't work. Now we had to try to make one good one out of two bad ones. In the meantime several Mexicans stopped by and told us where we might buy a rebuilt one but unfortunately the hour was late and the shops were closed for the day. Finally around 11:00pm we put our fixed one in and it worked! We were good to go for the next day. Tom and George headed off to bed and I grabbed a bite to eat as I realized I had not eaten since breakfast.



Frans Van Ryckeghem's beautifully prepared MGB-GT

On the way up the elevator to the room I asked my fellow passenger who still had his driving suit on how they were running. He replied that they were out of the race. Transmission went out. I told him that we had just fixed our alternator and we were good to go again. " What kind of a car are you running I asked"? Volvo, 122 he replied. " Oh yeah, we have a Volvo transmission in my trailer". His eyes lit up. " What", he said, "if it would work in our car we would like to buy it". So back down the elevator to look at the tranny. "Yea, looks like ours", he said. "Well lets go up to Tom's room and see if he will sell it". Minutes later after knocking on Tom's door (its now midnight) he comes to the door after waking up and explains that his friend had sent the transmission along in case it was needed. Tom told the 122 driver he could buy it for \$125. "We'll take it if it works" my new friend said. He then went and got his co-piloto and we retrieved the transmission and



went to lot where a Mexican crew was working on their 544 Volvo. After determining that it would work in their car they paid me and I dragged off to bed after a long day of rescue on the mountain while they set about to replace their transmission.

The next morning came early and before departing Tom asked if I would go into Morelia to find a GM dealer and purchase a alternator as we did not feel confident with our cobbled together one. First stop via taxi from the hotel was the local GM dealer. I was glad that I had the old one along as this helped overcome the language difficulties. But this was an old alternator and they did not have one in stock. But again the helpfulness of the Mexican people came to the rescue. The Manager that I was dealing with sent me off with another dealer employee in his pickup to a local rebuild shop. After waiting for "Tony" the mechanic to finish breakfast he dove into repairing our alternator only to determine that he couldn't. So he did the next best thing. In his halting English he said, "wait here". Then he jumped in his truck and was back in 15 minutes with a rebuilt unit. But this one was had the wrong connections. "Wait here" he said again and in 15 minutes was back with the correct alternator. After many thanks from me and \$55 dollars we had a rebuilt spare! Back at the hotel I ran into Dave in the parking lot and we were off to Aguascalientes.

Due to the late start we missed Tom and George at the service area. That was the bad news but also the good news. Apparently the alternator was holding up. Dave and I headed to the Fiesta Americana hotel in Aguascalientes. This hotel was very grand and situated next to the art museum in the center of town. All the race cars were parked under a big tent on the museum grounds and we met Tom and George and found things had gone well for them. Tom was geeked because he had made a couple of racing passes during the stages and had made up a few positions. The Volvo was running better than ever and George was starting to feel quite comfortable as co-piloto. Dave and I had dinner in the hotel restaurant while Tom and George went to the drivers meeting where they found they were now running in the high 40's position again after dropping several places after the mountain stage. By now Dave and I had figured out how to navigate the ring roads around these big cites and we were off to Zacatecas the next morning.

The run to Zacatecas was only 232 km. so this was to be a short day. On our way out of Aguascalientes we ran into the "Hot Rod Lincoln" crew and convoyed with them to Zacatecas. When we arrived in Zacatecas we decided to pull over and park and walk to find our hotel. After several times of asking directions and receiving help from the friendly Mexicans we found the hotel in the center of the old town. In this case however there was no parking nearby for our trucks with trailers. After checking in, we walked back to our vehicles, which were about a mile from the hotel, only to find a policeman waiting for us who said we had to move our rigs. After a quick scan of the area I found a budget rent a car with a small courtyard and gated parking. Fortunately, we had a small trailer and once again the friendly Mexican rental car manager said I could park in the courtyard overnight. A short taxi ride later we were back at the hotel with the luggage for the four of us. Fortunate for



Yet another wrecked Studebaker

us, the finish line was right in front of the hotel and we were early. The street in front of the hotel was closed off and all the crew people and hundreds of Mexican locals gathered to watch the cars cross the finish line for the day. We were in the center of the old city and the surrounding area had a very European look. I met up with the guys with the 49 Lincoln which was a survivor of the original Pan Am in 1950. They were from Vancouver and always had us laughing. As we waited for the cars they told me they were going to jump on the fenders of Lincoln as it crossed the finish line and would I take a photo of them.

Shortly after we heard the first cars coming. Soon the crowd was closing in and the sponsor "Chicas" jumped to attention. A roar went out and the first car, the Ford of Gabriel Perez and Angelica Fuentes crossed through the finish line arches. The cars were inching across the finish line and the crowd pressed in further to get photographs, touch the car as it passed, greet the piloto or co-piloto. Shortly, I saw the 49 Lincoln coming with Al and Hans sitting on the fenders, the crowd was all around them and I got the triumphant picture of them with Gerei Bledsoe at the wheel and Chris Cooper in the co-piloto seat. Then came Geert Boles in the Triumph followed by Frans and Jo in the MGB-GT, Steve McFarland and Janet Walters in their 65 Mercedes 4 door, and then Tom and George in the Volvo! They made it! We had one day to go. We were pumped as all the cars started parking in the street after they crossed the finish line; the drivers were getting out and the party was starting. George, Tom, and I ended up on a second floor balcony overlooking the street while we sipped cold ones. I ended up sitting with Gerri Bledsoe and got to ask him how he had grown such a love for this race as he had done it over 10 times and spent a lot of time as American coordinator. Basically, he stated that he loved the Mexican people, the tradition of the race, and of course the racing.

Tom was geeked because he had made a couple of racing passes during the stages ...

About 7:30pm a large crowd started gathering in the street again. It was time for the traditional Mexican "Chase the Donkey" parade. At one end of the crowd we heard Mexican horns

Competition



and drums and the parade was on. Hundreds of people walking along. Soon, waiters and waitresses were walking up to us and handing out shot glasses on a ribbon that we could wear around our necks. We walked on and a person walked up and filled our shot glasses we turned and there was a guy with limes for our shots. We went down this block and turned there while talking, laughing, and refilling. When we stopped at a traffic light for the police to stop traffic the crowd started dancing to the music before moving on again. After a half mile of this we stopped in front of two huge oak doors at the street side. When they opened we walked into a 500 year old bull ring set up for dinner and drinks. Now the party was in fourth gear overdrive.

It was here that I met a guy that I had had one of my great racing dices with at Blackhawk farms; Russell Roach. When we saw each other and remembered who the other was we ended up embracing like long lost brothers. It was after that race when Russell had come running up to my MG in excitement that equaled mine that Judy Cull the VSCDA secretary came over to "quell the disturbance" not realizing how high we were on having raced each other in a close contest. After that we both thought we would not see each other again as Russell was from Dallas and raced a Datsun 1600. Turns out he was crewing just as I was; he for a Datsun 1600.

The drivers meeting and daily awards banquet took place while we sat for dinner and the evening passed very quickly. All too soon we were walking back with Jimmy from Texas who was racing his 63 Galaxie and Al with the 49 Lincoln. Local Mexicans were still dancing in square across from the hotel when we got back thus sending us to bed in a amid a very festive atmosphere.

The next morning came early and when we walked out of the hotel we were greeted by all the cars with drivers standing nearby waiting for the start of the last leg. Everyone was still in a good mood from last nights festivities and anxious to run the last leg and cross the final finish line. Rene and Geezer who live in Zacatecas showed up with a pair of rubber fingers, of all things, to make a joke with George who had made some tasteless joke with his two missing fingers. We were off to a roaring start!

Dave and I got a taxi back to our overnight parking spot. Things were great but I could not get the lady to accept any cash for the parking. After mucho thanks we headed out to the service area at Concepcion del Oro. We arrived after Tom and George and found it was full of school children asking for autographs and cars jockeying for position to get gas and get back on the road. Everything was running good and our good luck charm, the new alternator, made sure the old one worked.

The Volvo, followed the MGB-GT and Triumph out of the lot by a few minutes. Dave and I followed and headed to Monterrey. As we descended the mountain pass after a couple of hours

of quick driving we saw Monterrey spread out before us in a thick cloud of smog. We found our hotel and checked our team in. But again there was no on site parking left. So we did the next best thing. We hired a Mexican cab driver to be our guide. He showed us a nearby lot to park in and hailed a taxi to take us to the finish line which was on the other side of this 4 million person city. When we arrived things were already breaking up as the last speed section which was a local road racing track had been cancelled and the teams had arrived early. Everyone was geeked but tired so we regrouped and used our guide to hail a taxi again and lead a small convoy of race cars through the city and back to the hotel.

Once we arrived at the parking lot we decided to load the race car and get our work done so we could enjoy the evening before getting up early to start our trek back home. It was a fun evening with dinner at the awards banquet but at the same time sad because we were leaving all of our new found friends.

Tom and George had managed to complete the race in the 58 Volvo and were excited and pleased. They had placed 23rd in Historic Class and 48th overall. The MGB of Frans and daughter Jo had

finished an amazing 23rd overall and 3rd in class. Their friend Geert in the Triumph finished 21st overall!

I think Geert summed it up best in a return to my e-mail after



The painted graphic on the back of our Volvo. Tom was "Ben Dover" George was "Flip Dover"

the race asking about how they achieved their good finish. He said, " in a 7 days race you got to have a lot of luck and a very experienced service crew who can improvise in a critical moment. Pilot and co-pilot must do their job but a good preparation of the car and a great crew (who gives you confidence and friendship) takes the car to the finish line".

For more information on the La Carrera Panamericana go to www.LaCarreraPanamericana.com.

2008

NEWS RELEASE



TO BENEFIT THE MILLVILLE ARMY AIR FIELD MUSEUM

FOR IMMEDIATE RELEASE

May 12, 2008

Warbirds and Vintage Car Races will Headline New Millville Airshow Venue in 2008!

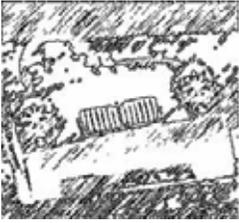
Saluting WWII aviation history at America's First Defense Airport and welcoming New Jersey Motorsports Park!

MILLVILLE, NJ: It's official! The Millville Army Air Field Museum (MAAFM) and New Jersey Motorsports Park (NJMP) have joined forces in 2008 to present the **16th Annual Millville 'Wheels & WARBIRDS' Airshow**, on Saturday and Sunday, September 20 and 21.

Fans will view the two days of excitement from the newly constructed New Jersey Motorsports Park and this year's event which has been renamed the Millville 'Wheels & Warbirds' Airshow, as both the Museum and NJMP will celebrate the great aviation history of the Millville Air Base with an extensive aerial display of multi-million-dollar WWII aircraft, complemented by vintage car racing and classic auto displays! An evening concert will add to the weekend festivities. The gates will open at 7am each day. As in past years, the event will benefit the Millville Army Air Field Museum.

"We are incredibly happy to be both honoring the old and welcoming the new at the **2008 'Wheels & Warbirds'** event," announced Russell Davis, MAAFM president and airshow director. "There are so many exciting things happening in and around Millville Airport, and we are happy to be one of the welcoming partners on NJMP's roster of events."

(more)



SAFETY FAST NEWS

All MG Feature with VARAC at Mosport June

There is not substitute for three days of fast action, fun times and VARAC style vintage racing as MG vintage racers look forward to the *Simms Cup all MG Race* and VARAC's 29th International Vintage Festival slated for June 20-22nd at Mosport International Raceway. This year's edition looks to be as exciting as ever as VARAC salutes the great cars of CanAm. Don't miss what will be one of the year's most exciting events! VARAC's Festival is much more than All MG racing, world class Mosport International, and traditional Canadian hospitality. It is...

Salute to Can Am

The spirit of this great series is being revived by VARAC as they Salute the Great Cars of Can Am. To celebrate the return of Can Am to Mosport, VARAC is pleased to offer this exciting group an exclusive Special Feature Race on Sunday, June 22nd. In addition to the feature race, Can Am cars will run throughout the weekend in dedicated grids for practice, qualifying and heats. Vintage Automobile Racing Association of Canada (VARAC) and Lola Heritage announce that the 29th Annual Vintage Festival at Mosport International Raceway June 20-22, will honor the Fiftieth Anniversary of Lola Cars. A Lola from each Race group will be selected for a special award based on preparation, history, and paddock presentation. Additionally there will be a Lola parade lap, Lola Group Photo and a display of the stunning T70 MK2 Spyder Continuation car.

50 years of Sprite

VARAC celebrates the 50th birthday of one of the most loved sports cars! A special FEATURE RACE is planned for all Austin Healey Sprites. VARAC has commissioned special stain glass trophies by our very own glass artisan Mike Jennings commemorating this anniversary. All entrants will receive a great looking anniversary golf shirt courtesy of TED MICHALOS.

Simms Cup MG Feature Race

VARAC invites all eligible MGs to participate in the annual SIMMS CUP. This year, we have planned to feature MG races for the Al Pease Trophy, the Van Worsdale Cup, the Tommy Hoan Cup for T-Series and the Tony Simms Cup for the MG of the meet.

One Hour Enduro/Relay Race



The "Just-for-Fun" Enduro/Relay Race is open for all closed wheel cars.

Friday Reception

All drivers and crew are invited to VARAC's signature meet'ngreet reception provided by VARAC members. This event has been one of the highlights of our event for many few years. "You're in, or you're out". Don't miss the action!

Saturday Banquet

Bring your favourite dance partner (VARAC can substitute with John Greenwood) to a gala banquet followed by a dance party with a swingin' bluegrass band. All drivers, crew, workers and officials are invited to the





SAFETY FAST NEWS *continued*

MG/Austin Healey Lawn Chair Challenge

MG vintage racers challenge the Sprites and other Healeys to a one on one, winner take all no holds barred LAWN CHAIR CHALLENGE. Other competitors and spectators will be placing bets on this grudge match. Let's get cracking on a state of the art super sophisticated lawn chair MG (Made in good old Canada, or at least assembled in Canada from parts produced and pilfered from who knows where. Are there rules? Does anyone know the rules? All interested in this inaugural challenge contact Chris Meyers for a spot on the team!

As a MG Vintage Racer, you are among a select group of vintage race participants whose marque is recognized by VARAC and others for their fun loving nature, vintage race spirit on and off track. We are also recognized as a group who comes out to support vintage organizations who support MG vintage racing. So quit dragging your feet and send in your application. What application? What information? Copy this link and paste to your web browser <http://tinyurl.com/3ugd7> for Festival Invitation, Competitor information, Entry form, Supplementary regs, Transponder rental form, Canada customs letter (U.S. competitors), and Bond (US competitors). This link expires May 5. You can also download this information at VARAC's web site http://www.varac.ca/festival/fest_entry.html. I look forward to seeing you at Mosport in June!





VARAC'S 28th Annual Vintage Festival JUNE 2007

various authors photos as credited

Vintage racing is fun anytime, but add friends, a great track, decent weather, and good parties and you elevate the experience to something really special.

I have had the opportunity to drive several tracks, all excellent in their own way, but in my opinion, Mosport is still the best driving experience for me. The track is fast and smooth, lap averages of 85 mph in an MGB, with corners as fast as you dare, Mosport provides the ultimate racing experience for me. We arrived Thursday, which gave us a leisurely pace to set up, visit friends and go have a peek at the F1 cars. The weather was great as it was all weekend, just a bit windy. Friday gave us 3 practice sessions keeping us busy, but during the last session, the car started to exhibit a slipping clutch. This set the stage for my competitive weekend on track. Qualifying was Saturday morning with the first weekend race later in the afternoon. Even with a slipping clutch, I squeaked out 3rd fastest MGB in both sessions with ever slowing lap times. Interestingly, the lap times for most everyone were terrible, I was 1:48 and 1:49's, about 4 seconds off my usual pace, and we attributed this to the strong wind especially up the back straight.

Mosport is always a terrific event, and in my humble opinion the track is one of the finest in N America. Easy enough to drive around, but very difficult to go fast!

A word of grateful appreciation for the donation of the freeze plugs, which I shall of course replace. Without them, I would have been out for the weekend for sure, especially with the challenge of fitting the infamous rear one.—John Targett

As the clutch got worse each session, by Sunday I decided to put in a few laps until it got undrivable in the morning Group 3 race, DNS the Group 3 finals, and then save the car for the Simms Cup race at the end of the day.

As the current Simms Cup champion it was important to me to at least start the race. However, Murphy had other ideas. At the 2 minute board, I

started the car. Yikes.....there was no oil pressure! Sadly that ended the day for me and was the only real disappointment for the weekend. The awards presentation however was very special. In attendance was Tony Simms, Tommy Hoan, a true MG T pioneer, and Al Pease, an outstanding MGB racer who eventually raced in F1. These gentlemen represent everything

that is special in vintage racing, a past racing era that we cherish so much and it was a privilege to share their company. Congratulations to John Demaria who deservedly won the Simms and a host of other awards with his absolutely superb driving and nuclear powered Midget.

A broken car causing me to miss my usual track sessions gave me lots of opportunity to actually watch my race group. Wow, what a show, with spirited battles all the way down the field with MGBs against Porsches, Mini's, all kinds, and each other. It simply doesn't get any better than this for the race fan. I also enjoyed the Group 2 races with Midgets, T's, and MGAs. Same story, great battles all through the field, and a treat to watch.

Celebrating the 40th Anniversary of F1 at Mosport, this weekend also featured F1 cars from the past. These incredible cars clearly show just how far F1 has slipped from the days of these classic beauties to the parade of today's techno marvels. The music of the exhaust alone was worth the price of admission and the 1:17 lap times weren't too shabby either. As good as they were to see on the track; frankly they didn't come close to the spirited driving, action and show of the MG groups.

The social calendar included a pot luck supper/ wine and cheese party on Friday night, hosted by the VARAC members for our guests and is always a great way to start the weekend. Saturday is the banquet and a pretty decent meal, with only



Al Pease with Tommy Hoan



VARAC's 28 Festival *continued*

five minutes of formality, for the right balance at this low key, low pressure weekend.

As a Canadian, the VARAC Festival will always be the highlight of my racing calendar, and this year with 23 MGs on the grid, even with my sick car it was a weekend to remember.

Richard Navin-MGB #246



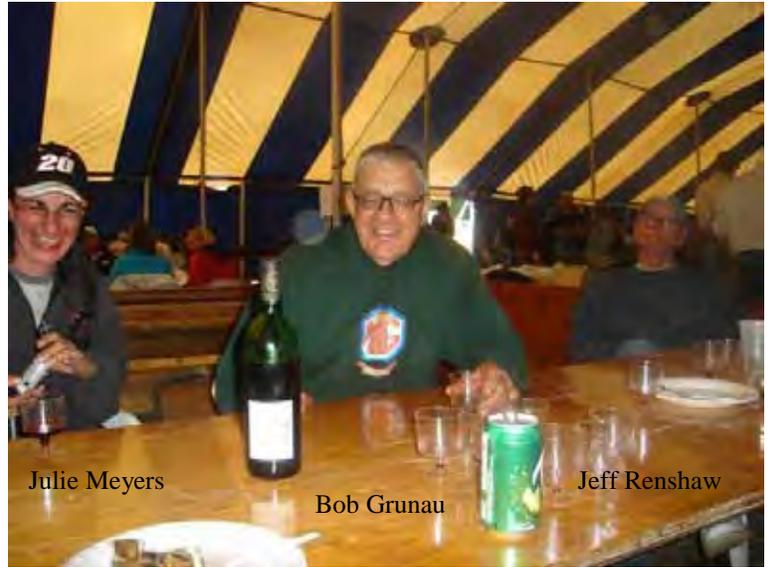
A contingent of 3 Racers from Rochester NY that are also subscribers to the MGVR newsletter ran the event at Mosport. They included Ted Hershey (MG Midget), Al

I thought it was a terrific race. I think there were several good duels going on throughout the field. In particular, the presentation at the end with Tony Simms, Al Pease and Tommy Hoan was first rate. Beautiful trophies given out by two very attractive ladies (Stefan Wiesen's daughters) and the general camaraderie of the entire group while it was going on. Lots of pictures were being snapped by spouses, friends and fans.

Nick Pratt

Costich (MGB-GT) and myself, Dick Rzepkowski (MG Midget). The drive to Mosport was fairly uneventful although we took 403 and 401 through Toronto, knowing that the bill for taking the 407 around Toronto was extremely high for a US car that would be tracked down through a license plate. (Learning from previous experience.) Arriving at registration we found Dave Smith checking in his MGA, maybe an omen for me because it would seem that I would be one position behind Dave for most of the weekend. The Rochester group set up on the grass, just off the lower asphalt surface, with great help from our support crews: Dennis and Mary Costich, Nancy Least, Tom LeStrange and my wife, Marlene. While the wind was strong and the temperature a bit cool, the sunshine was very nice..."What a grrrrreat day for motor racing" and it stayed grrrrreat throughout the weekend.

While all of us were originally set to run in group 3, the changes in the run groups moved Ted and myself with our group 3A midgets into group 2, and group 4 with a gaggle of Minis was combined into group 3. That change in run groups put us midgets square up against the MGAs and left the B's to fight with the Minis. The first change worked out well as 2 very fast midgets would prove to be the cream of the crop in group 2 as well as later in the all MG Race, with other midgets and sprites providing good competitive racing throughout the group. But the second change didn't make group 3 as homogenous as expected. The gaggle of Minis tore around the track in a swarm at the front leaving the B's to hold a second race a bit back from the pack.



Julie Meyers

Bob Grunau

Jeff Renshaw

For me the feature race was just plain exciting. Dave Smith set a fast pace around the track and 2 Bugeye Sprites and myself battled feverously trying to catch and pass Dave. Occasionally a sprite would slip by me, and then I'd have to take the position back later. A couple of times I managed to pull alongside Dave in turn 3, but he had more grunt to pull away on the next straight leading into 4 and 5. The track is very challenging with lots of different speeds at the turns and elevation changes as well. The racing allows the lighter but lower powered cars to make up ground in the turns, but the Andretti straight will truly separate the cars based on raw horsepower. In the end of the feature race, Dave finished just ahead of me and we could both smile and know we had run our very best for what each car had to give. It sure was fun and exciting, and that is what Vintage racing is all about.

The weekend ended with the all MG race and a special awards ceremony featuring Tony Simms, Al Pease, and Tommy Hoan. The racing was exciting, the track is an excellent challenge, and the hospitality of the VARAC hosts was just outstanding. A definite high point to plan for on the schedule next year.

Dick Rzepkowski
MG Midget #74



Competition



VARAC's 28 Festival *continued*



What an event!

Participating MGVRS were treated to sunny skies, warm weather, great racing on a world class circuit, traditional Canadian hospitality, and VARAC's knack for running a top notch event. This year marked the reintroduction of the All MG Race as part of the Tony Simms Cup Challenge. Congratulations go to:

- Ed Cronin, winner of the Tommy Hoan Trophy for first T Series to cross the finish line.
- Alan Tosler, Class 9E First MGB across finish line.
- David Holmes, winner of the Van Worsdale Trophy for first MGA to cross the finish line.
- **John DeMaria**, winner of the President's Cup for first Midget to cross the finish line. John also won the Al Pease trophy for first MG overall, and the prestigious **Tony Simms Cup!**

As a special treat, Canadian racing legends Tommy Hoan, Al Pease, and Tony Simms were at the podium to hand out their trophies to the respective winners. Now that was fun!

Congratulations also go to Group 2 Class winners John DeMaria (Midget), Nick Pratt (Midget), Dave Smith (MGA) and David Holmes (MGA).

Mosport has a mystique all its own, and VARAC finds a way to turn this into a golden event. I won't 'spill the beans', but here are a few questions answered...

The Mosport event (at least in the MG paddock) was the social success that we all look forward to, in spite of the fact that Dan Leonard and Bob Grunau had mechanical problems. I hope that by creating these new trophies, we can build on our numbers and perpetuate the MG only race.

As a teenager I grew up in Ontario with a group of friends who were keenly interested in MGs. It was the mid 50's and although Tommy Hoan had already retired his TC, he was a legend to us. Who could have known then, that I would be able to sit beside him in my own TC race car more than 50 year later.

Frank Mount

- There is a "Mayor of Turn Two". Julie has the hat to prove it. Don't ask...
- VARAC sanctions a 'lawn chair race' on the front straight Saturday evening. I have photos to prove it. Should MGVR sponsor a lawn chair race vehicle' next year? I vote 'yes'.
- VARAC's legendary Friday evening wine and snacks party is now stuff of MGVR legend. Photos will have to be 'doctored' to protect the not-so-innocent. "What happens at Mosport, stays at Mosport."
- VARAC's dynamic duo of John 'It's a grrreat day...' Greenwood, and Stefan 'Zee 401 Suks' Wiesen once again prove that you don't have to be a master of the King's English to get a point across. Who the hell ever told John he could carry a note?

I had a great time at VARAC's 28th. Plenty of track time, loads of fun, racing legends to bench race with, the Mayor...

Hope to see you there next year!

Chris Meyers



My last race at Mosport was in May 1998 for the 19 th Annual Vintage Festival. My memories of that race weekend were:

1. How well organized and friendly the event was conducted.
2. Meeting the Mayor of Turn Two and learning what "HYDRO" is used for.
3. How excited I was to break a sub two minute lap.
4. The great food and friendship at the evening events.

Competition



VARAC's 28 Festival *continued*

5. Canadian Beer.

6. The challenges of turn 1, 2, 3, 4, 5a, 5b, 8, 9, and 10. Turn 6 & 7 were a piece of cake. Last but not least, the ability to drive our Detroit iron on the track in the evening to show my wife and friends what this track was all about.

Kim & I wish to thank you again for the great hospitality & kindness you extended to us. You made our weekend one of best memory that we can live with the rest of our lives.

May I say the Trophy was one of best & was the King attraction.

Tommy Hoan

I just wanted to thank you so much for your wonderful hospitality last weekend. We had an absolutely fabulous time! My grandfather is still talking about it!!! Also, thank you for the invite again next year. If we can be there, we will!!!! Once again, thank you for a most memorable weekend! We will never forget it! It was so nice to meet everyone!

Kim Pudlo (Tommy's granddaughter)

Fast forward nine years, and Mark Barnhart and I agreed it was time to return to Mosport. We are still racing # 49 MGA, much as it was in 1998. The driver is probably not as good as in 1998. My memories of 2007 were: The top organization and Canadian friendship is still a benchmark of this event. Marty is still the Mayor of turn two, and we had a wonderful evening at the Mayoral Fireside chat. The track is still one of the most challenging I have ever driven, but also

a lot of fun. The Canadian racers are VERY competitive, but also fair, and it was my honor to have this opportunity to race with them. The highlight of this event was meeting Tommy Hoan, A Canadian racer and contemporary of my good friend Denver Cornett. Tommy still has the "fire" in his heart and a great sense of humor. When the MG racers would come in after a session, Tommy would go to each driver and let them know he had been watching their race. It was very clear that the weekend was bringing up great memories of his exploits in a MG TD in the 1950's. As at Sebring with Gus & Jack Tommy seemed surprised that us modern era drivers would have so much respect and appreciation of his accomplishments. All in all, a great weekend of racing and one Mark and I will score as one of our five favorite for Rowdie Racing.

David T. Smith
MGA # 49.
Rowdie Racing Team



If I could race at only one event a year, not including the focus event, it would be at Mosport. This year was particularly enjoyable because of the Tommy Hoan Trophy. Having Tommy at our paddock was an extra plus. He is such a fun guy to be around.

A few years ago we found a bed and breakfast about 10 minutes from the track with wonderful hosts who prepare superb breakfasts for us. The Friday evening reception is excellent as is the Saturday Banquet. Add a challenging track, lots of track time, and our Canadian friends...it doesn't get any better.

Ed Cronin



Hoan photo



VARAC's 28 Festival *continued*

A tremendous event, well attended and the weather was just fine. After the long journey with only a few interruptions once for the RCMP who insisted we return to a weigh scale only to be told "carry on" and another incident with a dash fire in the transport truck, we arrived Thursday morning to find another traffic cop, Mr. Ed (Moody) doing his best to convince Roger the pit lane enforcer we would hang up the trailer on the traditional paddock entry. This year we found a paddock marshal, Vic Henderson, that was efficient and direct that told us where to plant the rig for the weekend. Turned out to be a mistake as we were so far away from "our kind of people" that we missed socializing with last year's pals. Still a good spot beside the tire guy, Jeff and Phil Lamont.

Al Pease arrived Thursday afternoon before the chaos commenced and we spent a great deal of the weekend together off and on between interviews and socializing. Thursday afternoon test sessions were a bit intimidating as all closed wheel cars together and all open wheel cars together meant a great deal of the laps were spent watching your mirrors for either for a monster G70 car, or sports racer or an F1 car closing rapidly. No rhythm was possible for lapping. Friday sucked as my transmission blew out the overdrive and was spewing oil all over (the paddock not the track) I spent most of the day on my back under the car, farting around with parts removal, gaskets and making mend plates to seal everything tight. Got it right, tested enough to be positive ... and then my so called second crew member finally showed up. Gary Magwood was my faux crew. The Friday evening welcome social was start-



Mike working on the ex-Al Pease MGB

ing and was another one of the highlights of the weekend. Pease, Weitz, Brack, Hoan, Hanna and so on, all motor sport heroes to me mingled about and photograph, autograph opportunities abound. The evening concluded when all the beer at Team Sask paddock was concluded and our sides were sore from the laughs we exchanged with Magwood.

Saturday was short and sweet as far as racing was concerned

for me. Go out, get a qualifying time posted, get back to the paddock and split my time between my promotional table and helping the Gary Tholl half of Team Sask keep running. The Al Pease MGB and his numerous friends and acquaintances take a great deal of time chatting, reminiscing and taking photos. Al's family had also arrived and I will miss a race to spend time with these people.

The evenings banquet was very nice. Pease and family adopted us (or the other way around) and once we suggested there should be a head table or something for the VIP's ... next to ours ... we finally got up to get some dinner. Too bad they charged Al's daughter and friend for the extra tickets before I gave them one of the numerous ones we collected from non-attending entrants. Did the dinner, emptied their beer cooler, and realized everyone had left. Made the assumption that Corner Two was the place to be and drove the transport up to plant a Saskatchewan flag. Ranted a bit with Ed Moody, chatted with Tommy Hoan, Chris Meyers and others before we needed to leave to finally get some sleep.

Sunday was the best. The friends of Al Pease continued to stop by and in my typical polite manner spent time with all ... until the parade lap finally came up. It was a bit disorganized to get Al into the car and he was somewhat confused too about when and where to get into the car. I finally got the nod from John Greenwood and Stefan and just drove the car up to the tower for Al and scurried to get him in. Nice thing about restoring to original preparation, was I had two seats and his daughter, Vicky got the ride of her life too.

After the parade was done, I could finally relax and go racing hard. Even with a doubtful transmission, differential and a loss of 1000 RPM on the long straight, the last two races on Sunday were great. Eleventh in class, due to yielding to the minis to avoid messing up their race, and fifth in class in the final MG feature. It was a very late race, most people had gone home, but the MG race that included the Al Pease trophy, the Tony Simms trophy, and the Tommy Hoan trophy was a must for any MG racer.

Mike Adams



Competition



VARAC's 28 Festival

Meyers photos unless otherwise noted



Burruss Photo

Jeff, Chief, Suann, Connie, Julie

Tommy Hoan



Burruss Photo



Burruss Photo



Nancy Kusch Photo

Joe Lightfoot

Mike Kusch



01/01/2005



01/01

Competition



VARAC's 28 Festival



/20



Book Reports

Ghost Tracks-A Historic Look at America's Lost Road Racing Tracks by Pete Hylton

My recent visit to New Jersey Motorsports Park and old Vineland Raceway reminded me to write a review of Pete Hylton's new book about American road race courses long abandoned, but not forgotten.

Starting life as a series of articles for SCCA's *Sportscar* magazine, ***Ghost Tracks*** serves up venue after venue of once-proud circuits that span the continent, including such memorable tracks as Meadowdale-one man's dream to bring European road racing to middle America, Thompson Raceway, a still active oval in Connecticut where racers now paddock on the old road course, and Pacific Raceways, which opened in 1960 to join Riverside Raceway and Laguna Seca to create a three circuit Fall series of professional racing on the West coast.

Pete doesn't just share race stories about each track and the personalities who raced there; he visits each venue looking for evidence of a past life, searching for ghosts in the form of telltale guardrails, cracked blacktop, scoring towers among tall trees and patchy grass. He shares with the reader period photos along with recent shots of what was, and is now.

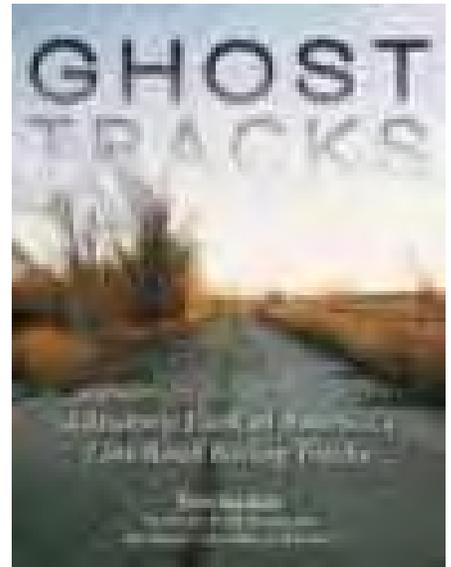
In the preface, Pete admits to (gives in to) his passion for sports cars, even going as far as confessing to a possible obsession in the second sentence. (imagine that!). Should the reader require proof that this virus is alive and well, he has to read no further than Pete's chapter entitled **Where the Hell is Brynfan Tyddyn**, where the author begins his search for a long-lost Pennsylvania road course in San

Francisco, where he relives the Golden Gate Road Races. Why San Fran? He read that BT was 'west of Wilkes Barre'. Okay, so maybe he was working it backwards, but you gotta enjoy the journey!

Ghost Tracks is 125 pages of history, story telling, photos old and new, and expression of affection for SCCA and motorsports. Don't miss this one, it's a quick read that you'll probably reread and share with others. Available through Legacy Ink Publishing at www.legacyinkpublishing.com.

Did I mention that Pete and Wendy Hylton own The Old MG Bed and Breakfast in Brownsburg, Indiana? 'Nuff said.

review by Chris Meyers



FOR SALE 1964 MGB RACE CAR

My beautiful MGB is for sale, many of you will know it (Blue with Silver Stripes) RHD. It has a new 5 bearing race engine, 4 synchro close ratio box, limited slip 4 link rear and every conceivable option you can imagine, with many spares. It is race ready with new tyres, 2 spare sets of wheels. \$29,500. call Gary Fairbrother for more details and photos. serious enquiries only please.

Also available 38ft Gooseneck trailer with L/Q and Dually truck for a package.

For Sale



Introducing Our

Retro

Subscribers ...



Bill Rutan *Westbrook, Connecticut*

Bill has been racing and hill climbing on and off since 1952 in cars as varied as a Lester MG(50's), PV 444 (Little LeMans Champion at Lime Rock in 50s and 60s), Saabs, and his famous hill climb Porsche/Volkswagen special "Bathtub" which holds the all time record on gravel at Mt. Washington Hill climb, set by Bill in 1961. Bill enjoyed success in the 1960's driving Formula C, Formula S, Saabs, Brabham, Lotus and Tecno. For many years Bill ran a construction business, a machine shop, and did car prep on the side. More recently, he hill climbed and autocrossed VW Rabbits and Sciroccos. Currently, Bill is race restoring a once-raced MGTC with Ford V-8 60 engine.



Delores Wilson *Santa Barbara, California*

Delores is a veteran vintage racer, having started out in a Lotus 61 FF in 1989 before graduating to a 1972 Formula Vee in 1991, and winning the VARA championship in 1992. With her Vee days behind her, Delores is now enjoying track time with VARA in her 1966 Midget.



Photo courtesy Beth Bryant

Stirling Heath *Knoxville, TN*

17 year old Stirling Heath, son of MG vintage racer Stan Heath, completed his first season in 2007 with VDCA. This high school junior raced his father's MGA twice (Carolina Motorsports, VIR April) and his new acquisition, the ex-Odem BGT once (Roebing Road) to complete his rookie season. With his new BGT firmly in the fold, this young man looks forward to 2008, where perhaps he can square off against his wily dad.



Don Cole *Camarillo, California*

Don started racing vintage with VARA in 2001. Since then, he and his MGBGT have covered quite a bit of ground including winning the Long Beach MG Club Trophy in 2006. Don's involvement in all things MG include a stint as President of the Central Coast British Car Club in 03 and 04.



Photo courtesy Vicki Leonard

Introducing Our

News

Subscribers ...



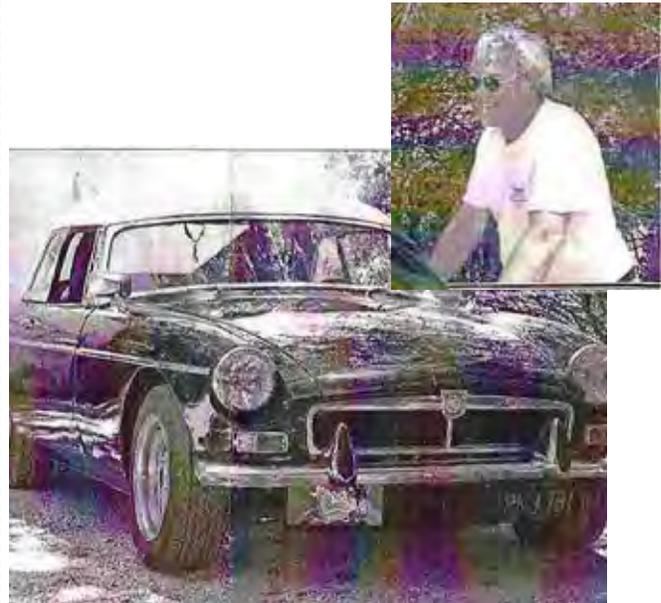
Herb Hilton *Montgomery, Texas*

Herb is passionate about racing his '71 Midget, having raced 7 CVAR events in 2007. Herb has won F Production Championship 5 of the seven years he has been racing.



Larry Moeller *Greenwood, California*

A former shop teacher and Case master technician, Larry does most of the prep and build work on his race MGB. He looks forward to finishing his current engine rebuild and participating next season with VARA



Hiram Kelley *Guthrie, Oklahoma*

Hiram owns several MGs, including a TD, A, ZB Magnette, and a B. Like many of us, Hiram has enjoyed vintage racing as a spectator for several years. The Hallett MG Focus event bit Hiram hard; he made a commitment to race prepare the partially restored TD in his garage. Look for Hiram and his TD next season at a CVAR event.

Bill Joyce *Manchester, New Hampshire*

Bill's interest in vintage racing stems from racing and hill climbing a 2003 Mini Cooper. With a beautiful '55 TF sitting in the garage, it occurred to him that MG vintage racing might be great fun! Bill-you won't be disappointed!



Bill Treffert *Pewaukee, Wisconsin*

Bill started racing four years ago after purchasing and updating Bubba, a MGA MK II roadster with extensive vintage race history. Since then he has enjoyed racing with SVRA, HSR, VSCDA and others at venues as varied as Sebring, Watkins Glen, Elkhart Lake and Lime Rock.



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 **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

Web site: The address is 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 **260** 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

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

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

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



- One Car
 - One Seasoned Driver
 - One Neophyte
- One Great Weekend!**



**Jerry Richards
Colbi Bradley**



**Classic Motorsports
Magazine**

**HSR 30th Anniversary
Walter Mitty Challenge
April 27-29, 2007**