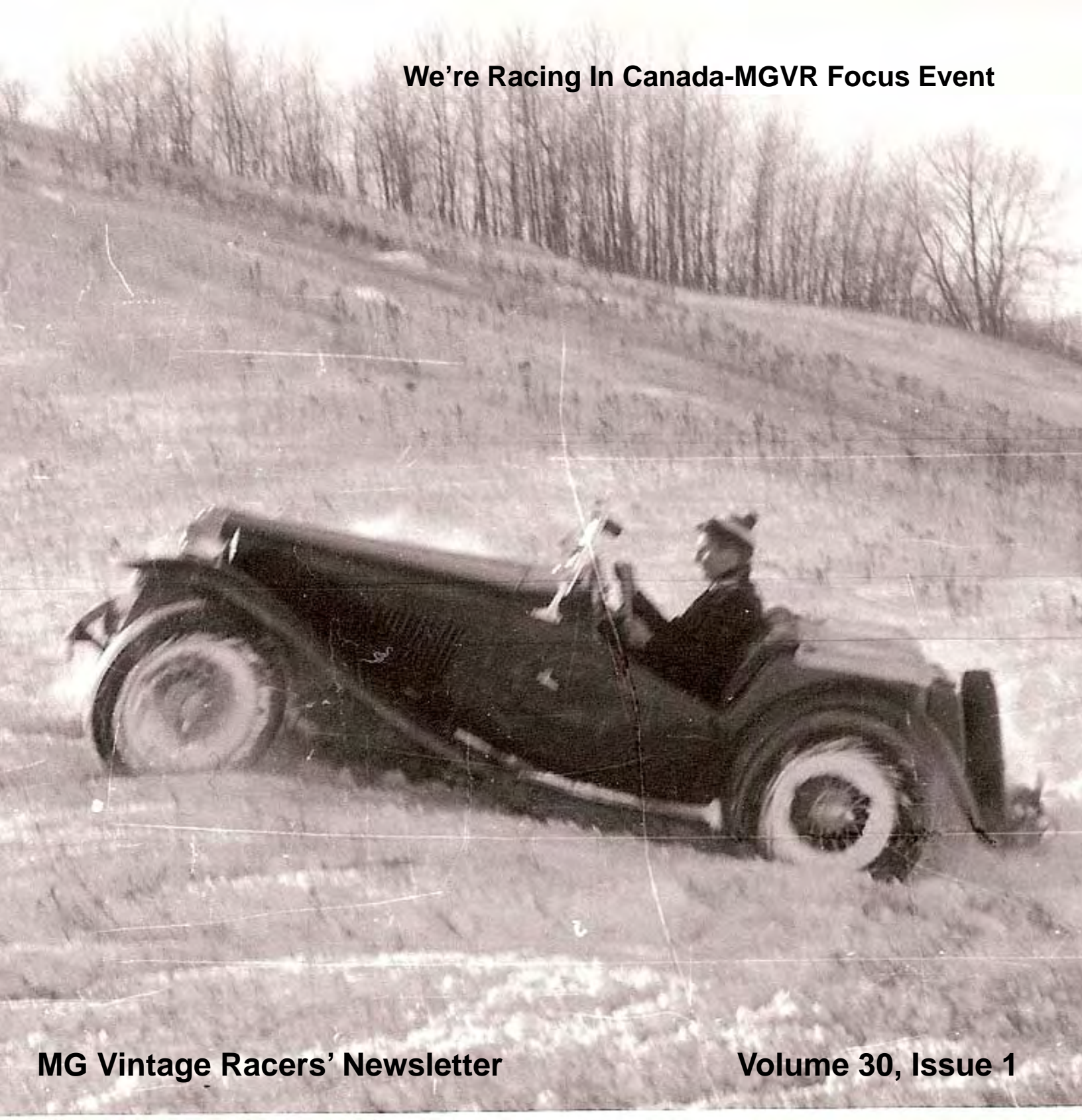


# MGVR

JANUARY, 2010

**We're Racing In Canada-MGVR Focus Event**



**MG Vintage Racers' Newsletter**

**Volume 30, Issue 1**

# MG VINTAGE RACERS' NEWSLETTER

CHRIS MEYERS, EDITOR

55 BELDEN ROAD BURLINGTON, CONNECTICUT 06013

(860)-490-5950

editor@mgvr.org



## From The Editor:

**D**ear MG Vintage Racer and occasional newsletter reader, once again I broke my promise of last issue when I said I would pump these out on a more regular basis. Well, sorry. I recently read where ANY excuse is better than no excuse-better for me, and better for you. So here we go...house, back, work. That's my story, and I am sticking to it. I promise to do better this year...I have some catching up to do. Which leads me to my next pitch/plea-I NEED RACE REPORTS. The reports here are a mix of older, and newer stuff-mainly from the same characters. CVAR, RMVR, VSCDA, VSCCA, VARAC, VARA, where are you guyz? Send me some photos and a caption, or two. It's that easy!

Inside this issue you will find an exciting report on SVRA's 25th Collier Cup race at Watkins Glen. Always a fun event, this special anniversary race saw two entrants from the first SVRA Collier Cup race-Greg Prehodka, and Bob Colaizzi. Well, actually, Greg's daughter Rachel raced ol' 53, but Greg was there to bottle wash, cook and enjoy the fruits of his hard work in organizing the event with Jack Woehrle and SVRA. Congratulations on a job well done, Greg! And congratulations to MGVR Dick Powers for organizing a rather large contingent of Morgan racers who gathered at Watkins Glen as part of the SVRA Morgan Centenary celebration. See the report inside for more information.

What's on the radar for MG Vintage Racers? MOSPORT! Our 2010 Focus Event at Mosport with VARAC is scheduled for June 17-20. VARAC is aggressively working with MG vintage racers on an individual basis to address concerns with roll bars-if you remember, that was the sticking point that last time we tried this. Please see more information regarding this fantastic event inside this newsletter. What else on the radar? How does a West Coast Focus Event at Infineon Raceway with CSRG for April, 2011. Mark your calendars-this is a 'bucket list' track for many of us 'East Coasters'. Sonoma, San Francisco, Huffaker Engineering-it gets no better than this!

Next issue will be a Focus Event catch up issue with feature articles on our event with VRG at New Jersey Motorsports Park, and SVRA's Gold Cup at VIR. Don't forget to send me your race reports! **And send me your updated email address**- mine is mgameyers@att.net. Other projects on the radar are MGVR's 2010 Racers' Survey. Greg Prehodka is spearheading this effort, and MGVR Tech Tips, Volume 2. Any volunteers?

May winter pass with but a whisper-think Spring!

*Safety Fast- Chris Meyers*

### MG Vintage Racers' Newsletter 1981-2010

Editor  
Chris Meyers  
cvair1@comcast.net  
55 Belden Road  
Burlington, CT 06013

Secretary-Treasurer  
Larry Smith lrsmg@aol.com

Public Relations  
Greg Prehodka  
MGRacer53@aol.com  
Founder, MG Racers' Newsletter

Advisor  
Mark Palmer  
mgvrmark@hotmail.com  
Past editor

Technical Editor  
Stan Edwards,  
edwards\_stan@msn.com

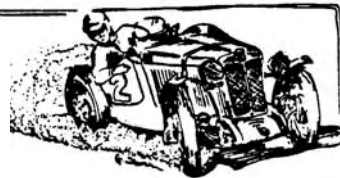
Regalia  
Dan Leonard  
ddl@leonardpaper.com

Online Editor  
Chris Kintner  
webmaster@mgvr.org

Subscriptions:  
See information pages at  
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# Letters



Greg,

Thanks from the Cornetts for including us in the family of MG Vintage Racers! I think that it is fair to say that at most vintage events, the MG Racers make the event with their participation and enthusiasm. You guys and gals got my dad out of retirement and added years to his life! We are grateful to be allowed to be included!

Thanks to both you and Chris!

Sincerely,

Denny Cornett  
MGTC #7

Thank you for the Collier Cup. I really appreciate it!

Savannah Cornett  
MGTC #7

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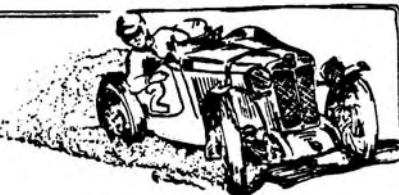
Dear Friend;

I'm still looking for the fountain of youth, but haven't found it yet. MGs have been a part of my life ever since my college days in the 1960's, and in a way MGs have helped keep me young - at least in spirit. Over the years, I've had so many wonderful MG related experiences! I truly smile when I reflect on them, both past and present! The people, the cars, and the events! I'm now 60 something (where did all those years go!), am still active with MG stuff as I can be, and hope to be for many more years, but it is time for me to get a will written, or at least let my wishes be known, because "You never know". Not all my past MG friends are even here anymore. Recently I've been reflecting on writing a will, and what do I want it to do? I'd prefer to lay out my wishes now, rather than someone else deciding after I'm gone, and making decision I would not have agreed with. My family will come first, but in it, I also want to remember some charities and organizations which have been a part of my life and have been good to me or others. And some of my life's accumulations includes MG and car items and memorabilia, that I fear my wife (or others) would find most appropriate to put into a 10 cubic yard dumpster someday. *"Who wants these old car magazines, car books, or junky old car parts"*, - and what about my MG?. *(we know this happens!)*. And I might leave some funds to a MG club that I was part of, to throw a party or support a MG activity or club function of some kind that I particularly liked. So I just wanted to share my thoughts with others, so that you might also think about your MG stuff, MG friends, or car clubs, and what you might want to leave to them some day, in some way, for a number of good reasons. Think about it now. Let your wishes be known, while you can, before others decide for you. Life is a journey - but all journeys end one day.

Anonymous



# Competition



## 2009 Collier Cup: "No" Was Not An Option

—by Jim Holody

Miles Collier and the Collier family (and SVRA) did a nice thing this September 2009, by remembering and keeping the tradition of the Collier family's long history with MG alive and well. The family marked the significance of the 25th anniversary of the Collier Cup by awarding and giving a miniature Collier Cup for 2009 to all the participants! I now (respectfully) put my loose change in the Collier Cup on my night table every night!

The Collier Cup is a symbol of the camaraderie between fellow MG drivers and owners of the special marque. Don Funke, an early winner of the award, (and a previous owner of my #51 MGA twin cam), still attends the Glen re-enactment each year and maintains the MG spirit.

This year's Watkins Glen Vintage Grand Prix was a challenge for me, John and Dan Burgess and my twin cam. In the spring of this year at a 'get the rust off' event at the Dunnville Autodrome track I broke a connecting rod cap or it's fasteners and put several holes in my block. The awful sound (BIG BANG) could be heard in the pits by the spectators!! John Burgess took the broken race car home, pulled and stripped the engine and took the block for fusion welding. It came back beautiful! John and I got the paint shop fresh #51 back together just in time for Mosport Vintage Festival. After some light tuning in the pits I made 1/2 a lap before a piston melted down, the reason is still a point of controversy, although we believe the piston got damaged when the con rod came apart at Dunnville. (always replace the pistons!)

With the season pretty much over due to the time required to make 4 new custom pistons, the thought of making the Watkins Glen Vintage Grand Prix as a spectator started a slow burn in my backside. With 2 weeks to go before race day at the Glen, I thought of #51's original motor (number six hundred and something) sitting in storage since I bought the car in 2000.

***"...I heard a clunk as a 1 inch square piece of alloy fell out. It was a chunk of #1 piston!"***

I pulled engine out of a storage container, disassembled it and was amazed to find it still had the standard bore engine with

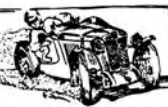
no sleeves and a crank with 10 thou over mains and connecting rods. The head was taken off the race engine, Cecelia at Scarborough Faire got me 10 over bearings and rings, the sloppy bores were lightly honed and the engine reassembled. Cecelia did a wonderful job getting the rope seal and custom rings to me in record time!



The morning I was scheduled to leave, I spun the engine without plugs for the 1st time..... oil pressure took its time..... then the oil gauge sprang to life.....with plugs in it fired up immediately and all systems were go! The next step was to get some heat into the engine and check for leaks.....no leaks.....then after 5 minutes of running.....bang...this time a small bang, it sounded like a timing chain tensioner broke. I checked the DOHC timing chain and tension....everything good, next the compression and leak down test.....still everything good. Next, I took it out for a test drive, still good. I phoned the Chief, and we agreed I needed to pull the #####!! oil pan. For those who have never removed a TC oil pan it is a bitch of a job!

After taking the pan off and checking the torque on the mains and con rods and finding nothing unusual, I thought I would clean the pan with a little WD 40 before reassembly. There is a baffle in my pan and with the last squirt of WD40 I heard a clunk as a 1 inch square piece of alloy fell out. It was a chunk of #1 piston! Now almost a day late I nearly gave up. I spoke

## Competition



to the Chief by phone again and he encouraged me to push on!

I removed the head and the other pistons from the block for inspection, took the car to the machine shop where they honed the alloy from the bore in the car in the race trailer. Now that was true drive thru service!

I assembled the engine with a spare piston and used rings, fired it up and left a day and 1/2 late!

During the 6 hour drive to the Glen I couldn't help but think if the bone stock 59 year old twin cam engine (with worn sloppy standard bores that was taken off the shelf, inspected, cleaned up, new bearings and rings installed the night before) would last!

I was soon to find out! On each of the 1st 3 practice sessions I was black flagged on the 1st lap for fluid leaks. The Chief and Dan Burgess poured over the engine with brake clean trying to source the problem. First it was a cracked oil line, second time a loose fitting, then a cracked cam cover and finally on the third session a leaking water pump. A bit of an irony as I was leaking water onto a track that was wet from the rain!



Dan Burgess Photo

The corner and paddock workers watched me like a hawk as I finally completed a session with no leaks! John and Dan were in the pits thinking maybe we should be buying some diapers before the next session, just in case!

John and I were in good spirits Friday night, as we thought we had all our oil leaks solved. (Unfortunately more leaks were still to come as we discovered on Saturday a crack in the cam shaft cover that was spraying oil down the carbure-



tion side of the engine and later the leaking water pump!) We felt we needed to get a few miles on the fresh piston rings before serious racing started on Saturday. So we became a last minute entry to the downtown re-enactment of the Watkins Glen original racing circuit. What better driver was there to handle the re-enactment than John (see picture above). Regretfully we left the muffler on the car for the re-enactment, but John did a wonderful job of creating the much needed engine, exhaust and tire noise that the Watkins Glen crowd expects by masterfully double clutching the non syncro downshift into 1<sup>st</sup> gear. The result was he put on a great show for the spectators at all of the tight slow speed turns!

With everything sorted, the worn engine pulled like a champ (with a little oil burning from the worn bores) for the Collier Cup race. With no practice time recorded, I started dead last and finished mid-pack. At the final group race, I caught up to a front runner Dave Holmes and had a lovely dice with his dark blue #39 MGA.

Thank you MGVR, SVRA, John, Dan, and all the MG drivers for a great weekend and finally Chris Meyers and Vicki Leonard for the superb food in the pits!

Jim Holody

YD3 #964  
#51 MGA twin cam





## 53 MGs Win 25th Collier Cup

—by Greg Prehodka

The “**Vintage Collier Cup**” began as a spark between Miles C. Collier and the Sportscar Vintage Racing Association (SVRA) in 1985. They inaugurated a new annual *all MG race* at Watkins Glen, in memory of the Collier brothers’ early pioneering efforts from the 1930’s to the 1950’s in racing MGs. The MG Vintage Racers Newsletter also helped them formulate the criteria for the race. Only eight MGs raced in the first “**Vintage Collier Cup**”. Back then no-one could have imagined what that humble beginning would lead to! In 1994 there were 60 MGs; 72 MGs in ‘98; and a record smashing 143 MGs racing in 2004! Plus over the years four other additional awards were added to the race, increasing its stature. This year became its silver anniversary race on September 13<sup>th</sup>, and it would be SPECIAL! 53 MGs of all types showed up, ranging from a 1933 supercharged MG-L2, to a thundering MGB-GT V8. The Collier Cup is a “Spirit Award”, presented to one of the MG racers in the race as selected by a vote of their peers, as the driver “*Best Representing the Spirit of MG Vintage Racing*”. But this year would be different. In celebration of its 25<sup>th</sup> running, All MG Racer who participated were voted as Collier Cup winners and each received his own personal participant’s “Collier Cup” from the Collier family, along with a letter from Miles C. Collier that said in part: “*On behalf of my family, I would like to extend my most sincere thanks and appreciation for your 25 years of patronage in the Collier Cup and remembrance of my father, C. Miles, and my uncles, Sam and Barron, and their*

*contributions to the MG marque in the USA and to the origins of modern American road racing...*” This year there were no losers - **only winners** - and so many smiling faces! Other trophies awarded in the race included:

- The Jack Archibald Sponsored “**T” Cup** for first ‘T’ Series MG to George Shafer in his MGTD.
- The NAMGAR Sponsored **Bucher-Decker Trophy** for first MGA to Chris Meyers.
- The MG Car Club Western NY Centre sponsored **Bill Glanville Memorial Cup** for the first MG Midget to Dave Brown.
- The **Denver Cornett Trophy**, sponsored by SVRA and Denny Cornett, for first overall finisher to Butch McKenzie in his MGB.

Two of the MG racers from the first Collier Cup were back. Bob Colaizzi - who won the first Collier Cup in 1985 - was reunited with his MGTD (*now owned by Jeff Brown*) so he could race it in this 25<sup>th</sup> Collier Cup. A most gracious offer by Jeff, and typical of the spirit of MG Vintage Racers! Plus Greg Prehodka returned, but this year as crew for his daughter Rachel, who was now behind the wheel of his MGTD in her first Collier Cup race, as the MG racing torch and traditions were being passed on.

**Photos on following pages courtesy Art Eastman and Chris Nowlan**

Chris Nowlan Photo



Dan Burgess Photo





SVRA's Vintage "Collier Cup" MG Entrants at Watkins Glen – September 1985



# *2009 Collier Cup Winners*

# THE COLLIER COLLECTION

2500 S. HORSESHOE DR., NAPLES, FL 34104  
PHONE 239/643-5783 FACSIMILE 239/643-7167

September 13, 2009

Dear MG Vintage Racers,

On behalf of my family, I would like to extend my most sincere thanks and appreciation for your 25 years of patronage in the Collier Cup and remembrance of my father, C. Miles, and my uncles, Sam and Barron, and their contributions to the MG marque in the USA and to the origins of modern American road racing.

I am pleased and genuinely honored that so many years after it all began there is still a large and active group who understands, appreciates and enjoys racing the MG marque. I would also express my family's many thanks to the efforts of SVRA and their members for helping to establish and continue this now time-honored racing tradition.

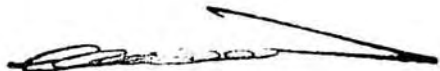
When the special Collier Cup award and race was introduced in 1985, there were just eight entrants. Today, the SVRA MG group has grown considerably making MG one of the largest single-marque groups involved in vintage racing.

The spirit of the Collier Cup has retained its significance and presence as a direct result of all those drivers who have participated in the last 24 years. The Cup remains a truly unique peer award for those who demonstrate that special spirit. Congratulations to all who have been awarded this honor throughout the years.

The early beginnings of road racing in America were years of pioneering and persistence in pursuing man's passion for speed and competition in sports cars. In the early 1930s, the MG J2 allowed many to experience a sports car that could be raced, for the very first time. These special MG's helped to create a loyal following and to establish MG as a competitive and important sports car brand for several decades.

Undoubtedly, vintage racing has given many drivers the opportunity to experience and appreciate the exhilaration and passion of racing as it was experienced by the pioneers of the sport. The individual 25<sup>th</sup> year commemorative award provided for each participant in this year's race was presented to demonstrate my family's gratitude for your commitment and passion for MG's and the sport.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Miles C. Collier', with a long, sweeping horizontal stroke extending to the right.

Miles C. Collier



## VINTAGE RACERS' NEWSLETTER

October 2, 2009

Miles C. Collier  
The Collier Collection  
2500 South Horseshoe Drive  
Naples, Florida 34103

Dear Mr. Collier,

On behalf of MG vintage racers, I wish to thank you for contributing personal trophies to the MG racer participants in this year's 25th running of the SVRA Collier Cup Race. The 53 participants were quite thrilled to receive their own commemorative Collier Cup and your thoughtful letter. I will also mention that it was decided by popular vote of the Collier Cup participants that "All Participants" would be awarded the Collier Cup in 2009!

Your support is instrumental to the continued success of the Collier Cup race. From its beginning in 1985, to the huge 2004 Collier Cup race, to this year's 25th running, you have been there to support this event. I write for the several hundred MG vintage racers who have participated since the beginning when I write in bold letters 'THANK YOU'.

I also wish to thank SVRA for its continued support for the Collier Cup race and related activities. SVRA was there at the beginning, stayed with it during the years when entries were few, and nurtured the tradition along with MGVR for some two and one half decades. A special debt of gratitude is owed to SVRA Technical Director Jack Woehrle who takes a personal interest in the Collier Cup race and MG participation in this annual affair.

I also wish to thank Peter M. Blackford, and Scott George of the Collier Museum. Both worked closely with MGVR founder Greg Prehodka to make the 25th Running an extraordinary event.

*MG Vintage Racers' Newsletter* has been involved with the Collier Cup since its inception in 1985. As editor, it is my pleasure to work with SVRA, and Watkins Glen International to carry on the tradition of the Collier Cup race. On behalf of MGVR and its subscribers, I look forward to involvement in this celebration of the Collier family MG racing heritage for a good many years to come.

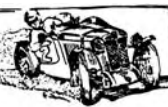
Warmest Regards,

Chris Meyers

**MG Vintage Racers Newsletter**

Chris Meyers, Editor  
55 Belden Road  
Burlington, CT 06013  
Phone: 860-675-0719  
Fax: 860-673-5528  
Email: editor@mngvr.org

Cc: Peter M. Blackford, Collier Museum  
Scott George, Collier Museum  
Jack Woehrle, SVRA  
Carl Jensen, SVRA  
Greg Prehodka, MGVR



## 25th Collier Cup-What the Participants Say

“...two grid marshals came over and said, "Nice try, Kid, but you have your Hans Device on backwards." Actually I had my Hans device sitting on top of my shoulder harnesses. They both worked together, unbuckling me, putting the shoulder straps over the Hans device, and strapping me back in before the one-minute warning mark. I was too occupied with getting fired up to be immediately embarrassed, but I turned red later.” —**Bob Schoeplein**



Greg Prehodka Photo

“... real focus of the anniversary should be on Greg Prehodka, George Shafer, Manley Ford , Carl George and Jim Bok who carried the Band of Brothers Banner much longer than I and are still doing so. And newer, but continuing in the best of the tradition, is a guy like Jeff Brown who brought these memories back for me. And, another nod to those who gave new life to the specials like my long-time friend Steve Konsin; Then there was my pal Mike McLaughlin who stopped racing Ts and Bill Parrish who is hammering around in his TC on Heaven's MGVR team.” —**Bob Colaizzi**

“...we share your satisfaction that the 25<sup>th</sup> Collier Cup event was well organized and well attended, and know you had a significant hand in making it so.” —**Peter Blackford, Collier Museum, in a note to Greg Prehodka**

“...it was a terrific event, and my first time back at the Glen since 2006. It was great to see some new participants especially in the T-series and Pre-War cars! Roger Morse with the ex-Grunau TC is a wonderful addition to the ranks and it was nice to meet him after a lot of correspondence over the past year or so. Also, Bob Koons' TC (with the engine from Jim Carson's stash of goodies and the wiley mechanical contributions of ageless wizard Roy Gane) definitely sets a new standard for T-series race car preparation, and - of course - Chris Nowlan's stunningly cool L2 is just a gem...”

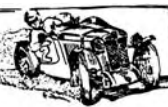
—**Manley Ford**

“ I really had mixed feelings asking Bob to take a turn in the car, for no other reason than after all his successes in the MG, and his GREAT success in his current ride, a Lotus Super Rocket, er, Seven, I knew that it would be less than satisfying to him to be back in the MG... however, I felt a strong inclination to put aside those fears, and recognize that he is still racing 25 years later... and still winning, and it would give the 25<sup>th</sup> anniversary a significance that couldn't be missed... for Bob, and for the Band of Brothers. It really was thrilling to see Bob driving... each time he came down the front straight, the hairs on the back of my neck stood up... I know he was struggling with the car, but he pressed on and did every lap! And was gracious about the tune of the car after all!” —**Jeff Brown on Bob Colaizzi racing the car he owned, and raced in the first Collier Cup.**



Chris Nowlan Photo

## Competition



“On behalf of my family, I would like to extend my most sincere thanks and appreciation for your 25 years of patronage in the Collier Cup and remembrance of my father, C. Miles, and my uncles, Sam and Barron, and their contributions to the MG marquee in the USA and to the origins of modern American road racing.” —*Miles C. Collier, in letter to participants in 25 Collier Cup race.*



“It was a great Weekend for MG/Morgan folks and all who were there to see and talk to us!! I agree with you (Greg Prehodka) there is a little MG in every Morgan and TR and Healey etc. I find an "anti-MG" the MG and it's influence on American thread running through many of the other clubs. Some are rather vocal.

So after hearing what they have to say, I try to explain to them if it wasn't for sports car interest (especially after WW II), the rest of the common-man brit cars may never have had a chance to become popular in the US and the world. After a while, some of the TR folks even get the message. One thing for sure, Greg, I will always be an MG Guy and God willing, an MG Vintage Racer.

—*Dick Powers*

This weekend, it seemed the gremlins were active in the paddock, certainly in my case, as there was much activity under hoods, and under cars. The MG people came through and all the help you might need was freely offered as always. I made and finished all the races thanks to my friends.

Many thanks to Chris, Greg, Dan and all for the outstanding lunches and cocktail party.

The racing was excellent with close battles everywhere and the Collier event was worth the price of admission alone.

The smiling faces after the Collier, illustrates best how the friendly MGVR attitude is the vintage racing ideal.

—*Richard Navin*



Prehodka Photo

This is my third time to participate in the Collier Cup and it keeps getting better! One of the biggest treats for me was the participation in the Watkins Glenn Festival and the driving of the old course in the rain and seeing all the smiling spectators, including my friends from Nashville, enjoying our cars. Other special treats were the actual Collier Cup Race, the trophies with the letter from the Collier Family and the SVRA badges. Thanks Chris, Greg and all our MG participants for making a special event and a special memory!

—*V. Carl George*



Nicholas Photo



Prehodka Photo

“...I totally enjoyed the entire weekend. Even getting caught in a downpour on the way back from the race re-enactment is now in hindsight, a truly memorable event. The camaraderie amongst the MG group was wonderful. Manly Ford and Tom Baumgardner were the first folks that I met and made me feel more than welcome and insured that I had a spot to call home for the weekend. The Leonard’s were great hosts as were a bunch of others who reached out to welcome a new guy to the fraternity...

—Chris Nowlan



Prehodka Photo

“I got the word on the new tow vehicle- a BMW X5 diesel, that crapped out on me on the way to the Collier Cup. It was a turbo that failed. In doing so it blew lots of little pieces of the rotor blades into the engine so I am getting a new engine for the vehicle. That's the good news. The bad news is that

## Competition



there aren't any such engines in the USA and the one they will supply is coming over from Germany by boat...”

—Tom Baumgardner



Prehodka Photo

It was my pleasure to be allowed to park my Dad’s old #7 in the winners’ circle for the Collier Cup. Dad would be so pleased to know that we are still involved with the Vintage MG Racers! My Mom, Sheri, and daughter, Savannah, also attended. Savannah loves coming to the Glen and has become the car historian. After spending a weekend at the track and the town Grand Prix Festival, it is always hard to come back home on Sunday. There are so many friends and stories of Dad, that it is like getting a chance to visit with him, every year! Great thanks to the MG group and Bob Williams of SVRA for allowing us to take part. Hope to see you next year! —Denny Cornett

What a beautiful way to celebrate the 25<sup>th</sup> running of the Collier Cup! All the MG racers were winners! Special thanks to the Collier family for their support and interest in the race by giving personal Collier Cups to each MG racer, along with a letter from Miles C. Collier. SVRA couldn’t have been more helpful with promoting the race and accommodating MG racers. Plus the octagonal brass badge SVRA gave all MG racers was really cool! I raced in the first Collier Cup back in 1985, but it was a greater thrill to have my daughter Rachel race my MGTD in her first Collier Cup this year!

—Greg Prehodka

## Competition



“...I wish to express my gratitude to all who participated, and made this Collier Cup event most memorable. Special thanks to Denny Cornett and family, Jack Archibald, Jack Woehrle, Carl Jensen, Bob Williams and the entire SVRA staff, Dan and Vicki Leonard, and especially Greg Prehodka, whose boundless enthusiasm for the marque was the driving force behind the success of this 25th Collier Cup.”

—Chris Meyers

Burgess Photo



Prehodka Photo



Photo courtesy Geoff Zimmerman/Checked Flag Films

*Former Collier Cup Winners*

# Competition



## Remembering the 25th Collier Cup



Prehodka

Jeff Brown and Bob Colaizzi, 2009



Prehodka

Bob Colaizzi, 1985 Collier Cup



Nicholas



Nicholas

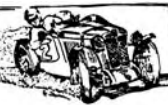


Glanville Award Winner David Brown with Glanville Family

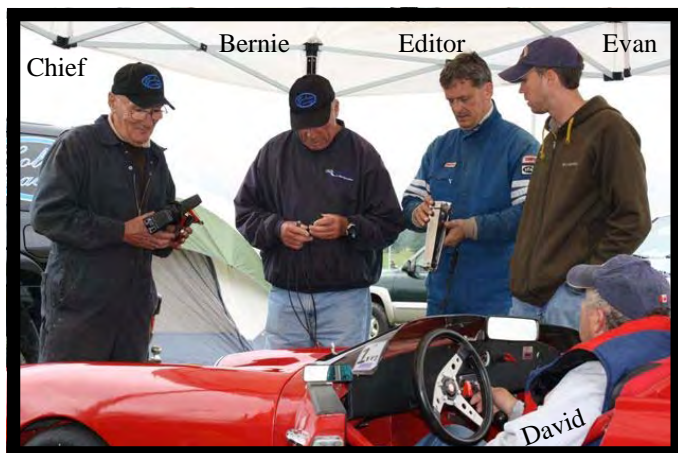


Prehodka photo

# Competition



## Remembering the 25th Collier Cup



Chief

Bernie

Editor

Evan

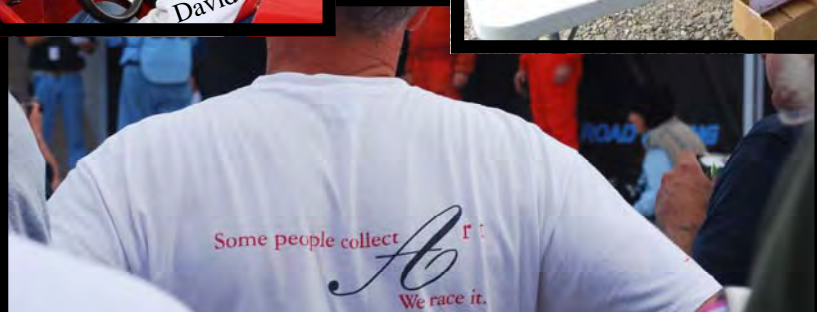
David

Burgess

Nowlan



Prehodka



Nicholas

# Competition



## Remembering the 25th Collier Cup



"Joisey Posse"



Greg found that standing on one leg while dining enhances the experience



# Competition



## Remembering the 25th Collier Cup



Prehodka



Collier Cup Grid



### U.S. VINTAGE GRAND PRIX

### Sorted on Laps

Group Collier Cup

Watkins Glen International 3.400 Miles

Silver Anniversary SVRA Collier Cup Race for MG's

9/13/2009 11:30 AM

Race (5 Laps) started at 11:32:09

Pos	No.	Name	Class	Laps	Best Tm Yr	Model	City	ST
1	7	Butch McKenzie	CC	6	2:21.856	66	MGB	Burlington NC
2	121	David Brown	CC	6	2:21.699	67	MG Midget	Dowmers Grove IL
3	66	John McCue	CC	6	2:24.376	72	MG Midget	Charleston WV
4	149	Bill Shields	CC	6	2:23.858	64	MGB	Douglasville PA
5	3	Tom Whitefield	CC	6	2:23.154	64	MGB	Kingston TN
6	9	Derek Chima	CC	6	2:26.123	66	MG Midget	Akron OH
7	05	Fred Danovitz	CC	6	2:28.132	64	MGB	Royal Oak MD
8	01	Alan Tosler	CC	6	2:26.494	64	MGB hdp	New York NY
9	25	Peter Uzdevinis	CC	6	2:28.870	64	MG Midget	Carrollton VA
10	60	Jack Cassingham	CC	6	2:29.038	66	MG Midget	Sheriffs Ford NC
11	246	Richard Navin	CC	6	2:30.649	68	MGB	Grimsby ON
12	029	Chris Meyers	CC	6	2:31.938	57	MGA	Burlington CT
13	107	Carl George	CC	6	2:34.067	59	MGA	Brentwood TN
14	37	Ted Hershey	CC	6	2:34.763	72	MG Midget	Conesus NY
15	60	Tom Davis	CC	6	2:35.213	67	MGB/GT	Springfield OH
16	68	Alan Costich	CC	6	2:35.250	68	MGB/GT	Rochester NY
17	63	Amvot Bachand	CC	6	2:37.703	61	MG Midget	Laval QC
18	35	Ken Williamson	CC	6	2:36.937	68	MGC/GTS	Belleville PA
19	191	George Shafer	CC	6	2:39.811	51	MGTD	Somerses PA
20	284	Steve Kenan	CC	6	2:33.946	53	MGTD	Roswell GA
21	137	David Holmes	CC	6	2:41.530	59	MGA	Blmira ON
22	51	Jim Holody	CC	6	2:41.399	59	MGA Twin Cam	London ON
23	776	Manley Ford	CC	6	2:41.201	52	MGTD	Rochester MI
24	222	Dick Powers	CC	6	2:46.654	62	MGA	Nashville NY
25	149	David Conrad	CC	6	2:45.386	59	MGA	Nashville TN
26	02	Les Gonda	CC	5	2:19.209	72	MGB/GT V8	Keswick VA
27	4	Charles Guest	CC	5	2:21.387	67	MG Midget	Greensboro NC
28	757	Ed Cronin	CC	5	2:48.172	53	MGTD	Saegertown PA
29	283	Kurt Byrnes	CC	5	2:53.071	51	MGTD	Upper St. Clair PA
30	102	Butch O'Connor	CC	5	2:48.048	66	MGB	Sparta NY
31	50	Jeff Brown	CC	5	2:53.828	50	MGTD	Pittsburgh PA
32	23	Mark O'Day	CC	5	2:55.666	47	MGTC	Dover MA
33	39	Jim Weissenburn	CC	5	2:58.615	62	MGA	Redwood City CA
34	76	Bob Schoepflein	CC	5	2:55.438	60	MGA	Reston VA
35	480	Roger Morse	CC	5	3:03.537	48	MGTC	Poestenkill NY
36	409	Dan Leonard	CC	5	3:04.194	49	MGTC Special	Parkton NC
37	602	Chris Nowlan	CC	4	3:25.019	33	MG L2 Magna	Amherst NH
38	399	Brian McKie	CC	4	3:27.747	49	MGTC	Grand Island NY
39	53	Rachael Prehodka-Spindel	CC	4	3:47.457	53	MGTD	Clifton NJ
40	612	John Targett	CC	2	2:22.842	64	MGB	Akron OH
41	12	Evan Holmes	CC	2	2:39.516	69	Midget	St. Thomas ON

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
0.376	84.912	2:19.209	87.925	02 - Les Gonda

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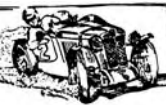
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Prehodka



David Brown-2nd Butch McKenzie-1st John McCue-3rd



## Race Reports-a Medley of Older Reports from Across the Globe

**Editor's Note-**With so much catching up to do, your editor has decided to forge ahead and publish many older race reports in his pile of stuff-some abbreviated, others a nice mix of photos and narrative. Sit back and enjoy...



From Steve Konsin/MGVR Yahoo....

'I thought you would get a kick out of this. It's from a friend of mine in New Zealand when Frank was on the other side of the Planet racing I think last year...David is in the red TF'

"Steve, Found another picture of Frank Mount's Babe at Levels. He's being followed by a 2 1/2 litre Riley and an F1 Cooper - we have pretty mixed grids in historic racing."



Carl George reports that he put on 165 racing miles at the February, 2008 event with VDCA in Kershaw, SC. As one can see from the photo above, temps were a tad on the chilly side overnight.

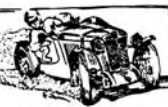
"We few, we happy few,  
we band of brothers."



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



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## Al Moss Farewell Tour

—by Al Moss

*Editor's note-this is a 2007 report, shamefully overlooked for two plus years by yours truly. Keep this in mind as you read the report.*

Well, I survived yet another fabulous Monterey Historic Weekend. After competing in 30-plus Historics, I decided it was time to retire and announced to all (both) of my friends that this would be the last one for me. Having sold my beloved Morgan Three- wheeler, I brought my trusty old MG TC out of retirement last year. Things didn't go well, with blown head gaskets both days.



Photo by William Edgar

After some careful engine work, and keeping the revs down, everything went very well this year. I was pitted across from, met, and was trounced by Al Unser (Big, not Little), driving a Lagonda. I was hopelessly outclassed by 9 or 10

HUGE Bentleys, amongst other large, fast and old machinery. So I finished way back, but not last.

When I arrived at the Pit Party on Saturday evening, I was surprised to see nearly everyone wearing a white T-shirt emblazoned with "Al Moss Farewell Tour (First Annual)".




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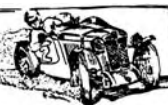
## Monterey Historics 2008

—by Scott Brown      Photos as credited

This year Steve Earl decided to combine small and large bore production cars - 1955-1922 together. What this means is that not only does it greatly reduce your chance to be accepted, (38 cars total) it also means that we will be up against Corvettes, Thunderbirds, and Ferraris, with displacements to over 5000cc. What-me worry? This is more or less my home track so I had a leg up on some... maybe. Late summer weather on the coast of Northern California is amazing with cool fog in the morning, clearing to sunshine and temps in the low 70s by 11am.

We arrived with The Pile in tow around 3:00 on Wednesday to find a very full paddock and were quickly directed to our location as Steve likes to make sure the paddock is somewhat like a museum, gridding cars of the era and group together. Gary

Anderson-60 MGA , Daryl Verkerk-59 MGA Twin-Cam and myself in The Pile-57 MGA were the only As in the show this year. The way we looked at it, it was large bore vs. small bore. Within an hour we were unloaded (trailer too big for our allocated slot) and took the rig to the trailer park. The first guy I started looking for was Jim (BoomBoom) Weissenborn. We finally caught up with him on Thursday. Once set up and after many conversations with race buddies we were off to registration, hen food. Entrant goodies included a Jacket, Tie, Drivers Suit Patch, Plaque and of course a Hat. Best Buddy, Ed Lamantia would be in practicing (qualifying) on Thursday, so we made it an early night so he would be on top of his game. Ed, owner of the 62, # 31 MGA, entered his 74 Lola T-294 this year and would be racing in the fast and furious FIA group. Their lap times are right there with the CanAm cars, so



you can imagine the speed. Bobby Rahal, also in a Lola, was in his group; that gives you an idea of the level of talent he will be up against.



Kyle Burt Photo

No track time for the Pile on Thursday, so I spent my time going over the car one more time, drooling on cars and checking out the displays and vendors. Ed grids up early to ensure an open track, then starts ripping off laps, faster each time around. At the half way mark, he doesn't come by start finish. The session checkers and he comes in on the hook. After a quick look-see, they discover he has broken a camshaft in 5 places. (Your not alone Chris). The head is pulled, Dave Veger of Veloce Motors drives 3 hours, spends the night rebuilding the head then back on Friday to put the car back together... I'm getting ahead of myself. Thursday is done, fog rolling in, my practice/qualifying is tomorrow. Getting nervous.

Friday morning as we pull into the track the fog is so thick we need to use our windshield wipers. I'm thinking 'this good, really good'. The big bore guys will have problems getting power down; how I love a wet track. It didn't last long and by 10am the sun is shining on Laguna Seca once again. Our session was at 2:00, giving me just enough time for the gut to go sour. Now I usually get butterflies, but this time I was nearly ready to hurl. Not sure why- maybe its because I put lots of pressure on myself to do well, maybe it the was 400 hp cars surrounding me, or perhaps knowing that if I drove off the track, thousands of people would be watching. Whatever it was, it quickly dissipated as soon as I pulled out on the track. The session went well- no major hiccups, I found myself P8 of 38 cars. I had felt that anywhere in the top 5 rows would be good, so I was pretty happy. At the end of the day, Steve throws a wonderful welcoming party- Derek Bell, Danny Sullivan, Mario, Timo Glock, Eddie Cheever, Johnny Herbert, Mike Joy and Bob Varsha to name a few. How cool is that! Great food, wine and company. We joined some local friends Mike and Kathy Hayworth, and Kyle Burt ([www.kyleburtphoto](http://www.kyleburtphoto.com)) for

dinner and a few bottles of wine. I was wiped out by 9:30 - the days a wrap.

Saturday- no track time for me so I spent a few hours doing what we all do with our cars-bleed the brakes, nut and bolt, the usual stuff. Given the popularity of the MGA in their day, we had lots of people stopping by to visit. My favorite visitors were the MG Club of Queensland, Australia ([www.mgccq.org.au](http://www.mgccq.org.au)) who stopped by our pits to say hi. All 25 of them dressed in their MG regalia. What a wonderful group of MG fans who traveled half way around the world to come to the Monterey Historics. We talked for a good hour; they all showed photos of their cars back home when one of the members stepped forward to show me his MGA. It looked almost identical to The Pile. In fact it was a California car at one time. He very shyly asked if he could sit in the car- of course I said yes. He sat there as all his buddies started taking photos from every direction. I reached down... accusump on, power on, fuel on - and said push the red button, The Pile came to life and he blipped the throttle like a pro. Then I told him to take her for a spin.... didn't need to ask twice and off he went with this group in tow laughing and taking photos. He pulled back in and just sat there quietly and looked at me. Not a word was spoken, we both understood. He just shook his head got out of the car and shook my hand. This is what vintage is all about and will be a memory I will always cherish. Lou Marchant stopped by with her daughter to say hi today as well. Its always a treat to meet another MGA/MGVR racer. Thanks Lou!



5pm rolls finally rolls around and its time for Ed's race. P2 on grid he's ready. Bobby Rahal is gridded P6, but no Bobby as we get the one minute. He had just won the CanAm race and had not made it to his car, so they held him until the start. SCRAMP kept the pace car out one more lap for debris from the CanAm race counting the lap as lap 1 in the race. Race goes green, Ed's head goes down and has a race of his life time staying in front of 30, 1964 -1975 FIA Sports Racing Cars. As



the race progresses the leader, Ed and the P3 cars begin to slowly pull away from the pack. Rahal in the meantime is on a rampage working though the grid so easily it looked more like a baby seal slaughter. If fact he's so quick, he caught Ed just at the checker of the 10 lap race. Even though Rahal was one lap down, it was one heck of a drive. Time for celebration, we headed over to a local b-b-barbeque for a burger and few cold ones.



Gary Anderson Photo

Sunday- more fog but we know the sun will be out by 10 am. Morning practice allowed me to focus on the corners I was struggling with on Friday. Good session, no drama, lots of spectators in the Corkscrew. Finally-race time; we pull to pre-grid to find the Corvette that is starting next to me is starting from the back of the grid. Thanks Les! So up I go to P7 sitting next to yet another Corvette. Pace lap- there are people at every corner, in all of the grandstands and hospitality suites. I think, 'holy cow, don't screw this up buddy'. Pace car pulls off, we come around turn 11, tight grid, painfully slow, drop it down to 1st gear, so slow as we get half way to the starter, finally the pace picks up, rev limiter is telling me to shift, shiiiift! 2nd gear, I watch the starter and as soon as he move his eye lid I'm going for it.... my timing was perfect and get a jump on the field in front of me. We all crest the hill at Turn 1 to-

gether, very, very close, side by side, nose to tail. I know I can out brake the Corvettes, maybe the Morgans. I move slightly left knowing the Corvette and the TR4 behind me will be coming, I can hear the Corvette, he's really close. I'm a bit later on brakes that the field, we bunch up really tight, brake smoke out all corners, the Morgans are really tail happy and moving around a lot. Now 2 and 3 deep into 2, somebody has to give. We stay side by side through turn 3. Finally stringing out by the time we get to 4. The top 3 cars slowly pull away from the Corvette P4 and The Pile, P5. That darn rascal Corvette would pull me down each straight, brake early allowing me to get just close enough to his tail to feel the brake smoke in my eyes. At least once a lap I'm able to get side by side in the corner only to have him pull away, just as we did all race long. What a hoot. At the checker we pull door handle to door handle and are both grinning ear to ear giving thumbs up.



Kyle Burt Photo

Once the buzz wore off, we packed up the trailer and headed home to see our families. Only an hour away, I get a call from Mike Hayworth who had stayed for the awards ceremony. Well, sun of gun guess what?

The Rolex Awards, which recognize outstanding performance and presence in each group, were presented to:

Group 3B - Scott Brown, 1957 MGA

Group 7B - Ed Lamantia, 1974 Lola T294

It doesn't get any better than that!

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## HMSA Spring Fling 2009



West Coast MGVR Correspondent Scott Brown reports that Jim Weissenborn in his # 392 MGA Coupe took to the track this past weekend with HMSA's annual spring race. Let it be known, that Jim is officially the first vintage MG to take a lap in the USA for the 2009 season. 70 degrees and perfect track conditions made for an amazing weekend at Laguna Seca. Jim Weissenborn: "A great weekend... Lots of track time, three races and 2 practice runs and more if you wanted to go out late Sunday. Coupe ran well all weekend and kept a few cars behind us including a little Porsche which we had fun with all weekend. Glad we could represent the MGVR in the season opener."



## Gold Cup Historics 2008

—by Bill Bartlett and George Pardee

I was at the Gold Cup and enjoyed it very much. With one hold back – for a Canadian the 101 degree temps were a bit much. I drank literally a case of water each day and still managed to lose 7 lbs over the weekend. Funny thing was by the last day I was actually getting use to it. If I had know it was going to be that hot I would have left the team mascot at home. He spent most of the day either watered down in front of a 12\$ fan, or in the Toyota with the AC on. Actually amazing how little gas is consumed while idling.

Back to racing, I took the MGA Coupe, the one Kent Prather refers to as the Pirate Ship of A's – ok she needs a bit of a restoration to give her some sparkle – but hey I like the old patina. She ran great, never letting me down. I got the times down to the 2:29's which is a bit off but ok I suppose in the heat. At the start of the feature Race I had to jump from my Lotus 51 FF into the A and unfortunately they let the field go just as I put my hand on the car door. I managed to catch up to the back of the pack as the green flag dropped and started to whittle my way through the field as best I could. It was great fun, and a pleasure to run with the other MG's. By the time the checkered flag dropped I was in 6<sup>th</sup> with a second in class. This sounds pretty good until you see the number of DNF's which I presume may have been heat related. I had to do a little needle watching too and tried to stay in the clean air where possible.

Great fun at a great track and venue. Safety Fast.

—Bill Bartlett

Here is MG entry from 2008 VIR GOLD CUP HISTORICS that I participated in. This is based on the grids for the Qualifier; there was some switching of groups, so I may have missed someone.

George Pardee	Clearwater, FL	MG TF 1250
Les Gonda	Keswick VA	MGB GT V8

Tim Handy	Goode VA	MGB
Marcus Jones	Mosley VA	MGB
Butch McKenzie	Burlington NC	MGB
Tom Kent	Lynchburg VA	MG Midget
Bill Bartlett	Atlanta GA	MGA Coupe
Stan & Stirling Heath	Farragut, TN	MGA
Torsten Kunze	N. Charleston SC	MGB GT
Bart Miller	Cleveland GA	MGB GT

(Also present, our honorary Pit Crew, Bob Schoepfle with friends Jim Byers & Jack Frost.)

This is a great event; track time is sufficient, but focus is on unique & beautiful competition cars present & socializing. Parties with great food & outstanding local bands Thursday, Friday, Saturday.

An Aerobatic Air show, with performances on the front straight Friday evening and Saturday & Sunday noons was spectacular and entertaining. Upside down may be no big deal, but have you ever seen a Piper Cub fly *sideways*?

Harvey Siegel himself was working Tech on Thursday and stood in with band on guitar on Saturday.

It was HOT! On shady side of trailer, under awning, when I went out Friday 102F, Saturday 104, Sunday 105.

I had frequent and entertaining dices with Mitch Goldstein of Rock Hill SC. Mitch, I hope, is a future MGVR with a Midget in near future. He was wheeling a very nicely prepared 1100cc spec Sprite. On \$20 street radials, he displayed car control *con brio*; often sideways, but always in hand. Our new member Stirling Heath is an outstanding young driver. With years of experience on the high banked dirt Kart tracks of Tennessee, he will be hard to catch once his B-GT is sorted.

Dan Leonard was absent this year, pleading family commitments, but we happen to know that he is actually dodging an EPA writ for wetlands violations in 2007.

—George Pardee



## "Name That Rascal"

Be the first to guess who "Slow Poke" is and win...something. Email your guess to [editor@mgvr.org](mailto:editor@mgvr.org)

One rule...you are not eligible if it is you.



## VDCA's Hurricane in Savannah

—by Bob Spruck MotorMouth/south

The Vintage Drivers Club of America has held a September event at Roebing Road Raceway near Savannah, GA, for the past four years with its usual success. However, this year they gave it a name, somewhat boldly calling it the *Hurricane in Savannah*.

Last year's event had been cancelled three days before it was to take place because of the Weather Service warning of a real hurricane projected to come ashore at Savannah and head directly for the track. "It was an easy decision," said Mike Jackson, the major domo of VDCA. Once he had got a call from the SCCA group that was to provide last year's safety workers, announcing that, based on the strong probability posed by the weather, they would not be there for the weekend, he made a lot of hurried phone calls to the pre-registrants and, as you can imagine, disappointed many vintage racers.

race management prowess, however, was serious and effective, pulling off another in a long series of well-run, fun, safe, and eminently enjoyable events.

A good example of VDCA's race management is the time-sharing with other race organizations. VDCA is a volunteer-run, non-profit club comprised predominantly of men and women who remember what racing was like before it was called vintage racing and who want to race today just like they raced back then. That means you will find a wider selection of marques as well as some cars on the fringes. Ginetta, Mercedes Benz, Lotus, Turner, DeTomaso, and Bobsy were some of the marques represented just this weekend. Sure, there were plenty of TR4/250s, MGBs, a variety of Alfas, and only a few Porsches. But you can usually expect to see the unexpected. Regardless of what you were driving, you got plenty of time to drive.



event VDCA's *Hurricane in Savannah*. Those weather gods, like many of us opti-

But this year with a weaker hurricane season forecast, Mike took a great chance, tempting fate and defying the weather gods by naming this September



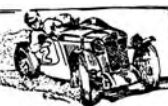
This was a two-day event and, as is usual with VDCA, the track was shared with other, non-vintage groups, to help share expenses and the experience. Despite sharing the track time with the Lightning Group from N.A.S.A. and a PDX group from SCCA, the three VDCA classes got four practice sessions on Saturday and a one hour enduro and Class races on Sunday. Having a Class A for smaller/slower cars, a Class B for larger/faster cars, and a Class for open wheels racers enabled the vintage drivers to enjoy three and a half hours of track time, which is what most of us were happiest about. It also provided the chance to race with cars we don't ordinarily race with since the usual 8 Groups were reduced to 3.



mists, ignored Mike's feeble attempt at humor, and we experienced low humidity, reasonable sunshine, no precipitation, and slight breezes for

VDCA is an informal, family oriented, and volunteer run organization. A few good examples of this were shown this weekend by the response to a call for help posted at the registration window. Susan Slater gave up crewing for her husband Tim to drive the pace car. She did a commendable job and had a ball. She also got quite a few laps on the track in a neat street car and has a much better idea of what Tim has been talking about all these years. James Majetich, Don Marshall's 17 year old son, rose to the occasion and volunteered to help out Timing and Scoring's Margaret Mitchell, and the drivers by running the time sheets across the track after each session. It may not be as exciting as driving the pace car, but it, never-the-less, is an important job because it keeps the drivers informed of their lap times and how the competition is doing. It also keeps them from getting rowdy

an absolutely perfect racing weekend. Mike and his crew's



and complaining. People like Susan and James, who change their plans for the weekend and give up their time to help the organization, help to make VDCA's events run smoothly. Volunteer sometime, you might discover a new interest or talent as well as having fun!"

Although times were taken and promptly posted after each session, most of the talk around the paddock was not about our lap times, but the wheel-to-wheel racing. Another aspect of the VDCA philosophy is the sanity and safety exhibited by all. One BMW in the N.A.S.A. group had a little problem with the wall, but only one Vintage open wheel car caused a delay when he dumped "only" a little oil in the carousal that took a while to clean up. It is amazing how many square feet of track a few ounces of oil can cover. Just ask the crew that had to clean it up!

The Sunday morning endurance race was a timed event and the front runners were able to fit 39 laps of the 2.02 mile course and a five minute "pit stop" into the hour allotted. Not unexpectedly, the Formula Fords and sports racers pretty much ran away with the race, but a few production cars made their fans proud. Mark Turner started on the pole in his sleek Lola T-200 with the beautiful and fast Ginetta G4 driven by not so beautiful, but fast, Lee Talbot right behind him. Gordon King brought his Royale RP4 this weekend rather than his Mini and was probably glad he did. He started third and in the eight laps he was able to complete, he had the fastest lap time of the day. If only he could have stayed in the race, there might have been a whole different outcome, or at least some fantastic racing. Lee and Gordon both got past Mark by the start of the second lap and then Gordon got around Lee. That was enough jostling for them for a while until Gordon dropped out on lap 8. The other two remained in the top two positions with Bill Charlton in his Zinc 210c pressing in third until the pit stops around lap 20. Bill never really recovered and finished sixth, 2 laps down. Lee led while Mark took his stop but lost the lead when he stopped. Must have been the longest 5 minutes ever. When they were both back on the track, Mark kept the advantage until the

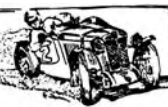
end. In the meantime, the very shiny and very fast TR 250 of Leo Oddi, always near the front until his stop, put it in overdrive for the last half of the race and blasted into third by the time the checker fell. Just about all the rest of the drivers reported immense amounts of fun as they talked about dices, passes, strategies, perfect laps, and sometimes beating that competitor they always wanted to beat. There were very few tales of woe. If you think an 8 lap sprint race or a twenty minute practice session is fun, just try a 39 lap one hour endurance race sometime!

A very interesting observation about MGs at this event was that there were two of each of the modern models but, except for the B GTs, the cars in each of the pairs did not race with each other. Two MGAs, two MGBs, two MGB GTs, and two Midgets. Old hand Stan Heath in his well developed 1959 MGA was up front all weekend while newcomer Chris Bryant drove his street legal '57 a few seconds back. The differences between Rick Morison's '72 B and Mike Milligan's '64 were smaller but each suffered some mechanical problems preventing them from any close competition. Bob Van Kirk in his '65 Midget was always at the front of the Group while his race partner Bob Spruck in his '67 was mid pack at best. Both SafetyFast Racing Team members were back on track after long layoffs. Torsten "Bubba" Kunze and Stirling Heath were pretty well matched in their B GTs during the entire Enduro with Bubba laying down an infinitesimally better best lap time, but Stirling holding a better position on the track. Each had some minor tuning problems earlier in the weekend but were able to solve them for the long race.

Even though the weekend was over too quickly for most of us, we look forward to the VDCA



event at Roebbling on December 11-13. The three-day Season Finale with the annual barbeque and oyster roast should make for even better racing. Better racing you want? Sign up for the VDCA weekend at Road Atlanta on February 20-21. It may be the first time there for VDCA and some of the racers, but those of us who have raced that track in the past can't wait to do it with VDCA.



## Déjà Vu-MGB #20 Heads Back to Mosport

—by John Ruth

Since the 2010 MGVR Focus Event will be held at Mosport this June, I went through my MGB roadsters period history files and pulled out the details to the cars original venture to this north of the border circuit.

In Sept 1969, the roadsters original owner, Richard Remenak entered the MGB # 20 in the Players International production car event (a support race to the Players International F1 race). This was a big deal to the small team, aptly named Team Cheap, as it was the first time they competed in international road racing, having competed in SCCA E/P for the last 4 years. The MGB was prepared and trailered from Michigan to Mosport, where the team found a virtual who's who of motorsport, all being very approachable to a young MGB driver. As an aside, the FIA had slightly different rules then the SCCA E/P standards the car was prepped to, but the scrutiners noticed that the team came all the way from Michigan and let the infractions slide. After all the as the race official stated, they were there to put on a race, not to deny people the chance to race!

In speaking to Remenak about this race at Mosport, he found the production car grid very competitive and filled with cars never raced against in SCCA regional and national E/P grids. The main competition was from another MGB roadster driven by a Canadian, Klaus Schonfeld. The two cars were relatively a match on the circuit, so Remenak reasoned that he would need to get an advantage somehow in order to finish ahead. #20 ended up being qualified the in 11th place, which was good enough to place ahead of a Shelby Cobra! Good for bragging rights in the paddock. In the race itself, a sprint event, #20 was holding its own,

though could not get a move by the other MGB, so on the last lap going through the Moss corner, Remenak positioned the roadster directly behind the other MGB, so close that Remenak could barely see the tail lights! Of course the idea was to get a draft from the higher placed B and towed on the straight away to gain the position. In hindsight, Remenak stated that in all the excitement, he pulled out too early, and the result was a near side by side finish. To this day he finds this 1969 Mosport race one of the highlights of his race career.

The event was successful for the Team Cheap MGB, and garnered its driver the prize money of \$50 for its 2<sup>nd</sup> place finish, as well as a link to a small piece of history at Mosport. I look forward to joining the MGVR at Mosport next year to have fun north of the border.

All the best, John Ruth—1965 MGB roadster #20



## VARAC Set to Introduce New *Unlimited* MGA Class

—MGVR pool reporters

Watch out, you cross-flow four cylinder mega horsepower British gearheads, the forward-thinking competition directors at VARAC have introduced a new class-'UNLIMITED MGA PRODUCTION'! Basically, if it was mass produced by any car company (100,000 minimum count) and you can stuff it into a MGA chassis, go for it. Small block Chevy-good. 351 Windsor-you bet. Transmissions, rear axles, really wide wheels? If 100k were produced, knock yourself out. Spy photos reveal what appears to be a 'work-in-progress' sans aerodynamic tweaks and proper safety equipment. Rumor has it that the driver on this particular outing toyed with 150 mph on Mosport's famed Andretti Straight before the driver was black flagged for roll bar non-compliance issues. Stay tuned-can unlimited MGB class be far behind?





## PVGP BeaveRun Historics 2008 with VRG and MGA

—by Chris Meyers

The Pittsburgh Vintage Grand Prix celebration is perhaps the grandest vintage race spectacle in North America when one keeps in mind that this event is bookended by two sensational vintage race weekends—first is PVGP Historic Races at BeaveRun with Vintage Racer Group (VRG), followed the next weekend by PVGP Vintage Races at Schenley Park with VSCCA. Both events are well run, well attended races where the cars are the stars, and racers enjoy fun both on, and off-track while helping to raise money for PVGP charities. If you have not participated in these events I urge you to do so!



The 2008 PVGP Historic Races presented a particularly inviting prospect to MGA racers as the North American MGA Register (NAMGAR) scheduled their annual GT (coincidentally) to fall between the BeaveRun and Schenley Park races at Silver Springs in southwestern PA. Perfect! Race at BeaveRun, attend the GT, and take in the Schenley Park event. While this author could not find the time to do this, many of his MGA racer buddies enjoyed over a week's worth of MG revelry. Non-MGA racers please bear with me...

Several MGA racers arrived at BeaveRun (BR) Thursday afternoon to set up a 'corral' of MGAs. Jim Byers/Bob Schoepflein, Ralph and Michael Zbarsky, Jim Holody, Yours Truly, and Bob Watkin/Hugh Burrell paddocked near the BR equipment outbuilding (a stroke of good fortune) while VRG stalwarts and MGA racers Mark Palmer and John Faulkner set up shop in the garages. Soon grills were going, beer was consumed, and *Fabulous 50's* video was playing on the side of someone's trailer. Then the rains came. And did it rain! The heaviest rain I have seen since 2007 Sebring. Down went the shelters; many at the hands of Mother Nature. Our good luck was to be parked near the aforementioned equipment shelter, where bench racing in relative

comfort commenced. Many lies later the skies cleared and we carried on in the great outdoors.

Friday was all about getting tech inspections, and BR's test day. Should you sign on for this PVGP weekend, plan to run the Friday test day. This amounts to a three day race weekend at a bargain price. Getting back to racing—we had three Twin Cams at BR this weekend—my Clementine, Jim Holody's Glacier Blue beauty, and Ralph Zbarsky's red rocket. Combined with Michael Zbarsky's twin cam chassis, there were actually four participating. How rare is that? Now the bad news. Clementine took to BR like a duck to water—her times during practice were exceptional for a first-timer. Then on the third session, the 'marbles-in-a-coffee-can-sound... that 'oh so expensive' sound followed by dead silence. What I thought was a failed cam turned out to be a stick of dynamite in the crankcase. Ouch. Meanwhile, normally fast-as-lightning Jim Holody was having car control issues—something Jim doesn't have. A closer look at his Hoosiers later in the weekend revealed that Jim was running on slicks. Good news was that Clementine had good tread. We swapped tires/wheels and Jim was back!



The Zbarsky Racing Team found their way around BR by Saturday afternoon. Michael Zbarsky had a particularly nifty dice with Pete McManus and the Ardent Alligator (winner of the 1949 Watkins Glen Grand Prix)—a typical small bore/large bore dice guaranteed to attract spectator attention. I believe Michael got the best of Pete in the end—if

## Competition



barely. Ralph's twin cam ran exceptionally well throughout the weekend, with exception of a 'plowing' problem that crept up on him in the feature race. Bob Watkin, racing Hugh Burress's historic Sebring MGA, ran the tires off the pretty BRG coupe the whole weekend. Rookie Jim Byers, piloting Bob Schoeplein's famed Honeybee, chose the conservative line while learning from his brother MGA racer. John Faulkner raced near the pointy end of the grid for most of the weekend.

Unfortunately, his steed gave up before the feature-John joined this author to watch the Sunday race-a pitched battle between Mark Palmer's MGA and the Porsche 356 of Les

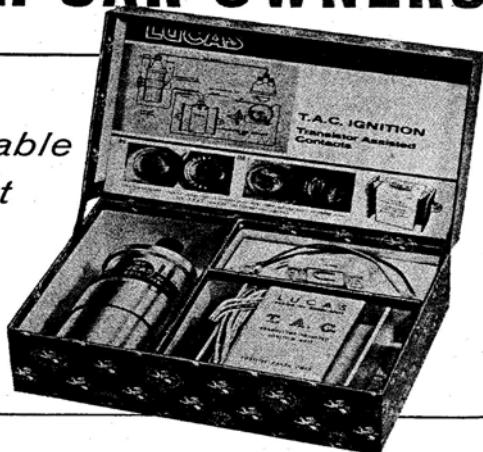


Roub. The crowd stood and cheered as Les led, then Mark led, then Les led...you get the picture. In the end, lapped traffic played a part as Les took the lead and held it to the checker, followed closely by Mark, with Jim Holody taking a well deserved third

place. For many MGA racers, Silver Springs lay ahead, followed by Schenley Park. How fun is that?

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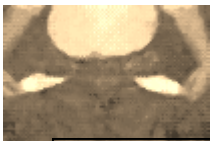
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4 ROAD & TRACK

← **Road and Track Magazine, 1965**  
Lucas and Transistors, sounds  
like a bad combination!  
*Courtesy Stan Edwards*





## 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 # 5 – Emergency Trailer Winch**

—by Bob Spruck MotorMouth/south

When I started racing many years ago, I always felt sorry for the guy who had a serious enough problem with his race car that he had to put it on the trailer. Many times there was some kind of damage that prevented him from driving the car onto the trailer, maybe an engine problem, a broken axle, or, heaven forbid, something crash related. He probably couldn't do it alone and therefore had to round up a number of other people to push it on. What did he do when he got home and was alone or with just the wife? When I bought my first trailer, it was a single axle, 7'x14' landscaper's trailer that did double duty. I decided I needed a winch in case any of the above ever happened to me, but since I had no power, and since I am so cheap, I didn't want to spring for an electric winch. So, I bought a \$20 boat winch and mounted it on the front corner of the trailer, and, with a series of pulleys and hard points, could winch the race car up or down the ramp in an emergency. I had to do that only a few times, thankfully, and it worked out fine.

boat winch when I sold the original trailer to a landscaper who didn't need it. Again, I didn't want to spring for an



When I bought my first double axle, enclosed trailer a few years ago, I felt I still needed a way of getting the car on and off the trailer when it had no power. I had kept the old

expensive electric winch or take up valuable storage space to mount it on the centerline of the trailer. About this same time, I acquired a bunch of short pieces of square steel tubing that was used for go-cart frames. I was intrigued with the fact that the  $\frac{3}{4}$ " square tubing fit nicely into the 1" square tubing. After much thought, sketching, and talking to myself, I arrived at a design for a collapsible winch that I could fabricate myself with the help of a friend with a welder. This way I would cost me nothing (very important), and be easily stored in my ever more crowded trailer cabinets.

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.

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

The contraption in the accompanying photos is the result. The pieces slip into each other. The legs slide through the car tie down rings which provide a strong point for all the stresses of pulling the 1600 pound MG Midget up the ramps. The thing comes apart and, except for the winch itself, fits into a shoebox size container. Although I certainly didn't do any engineering calculations, it seems to be strong enough and safe enough for the job intended – occasional, emergency use to pull a rolling load about 20 feet up or down an incline.



## SUBSCRIBER NEWS



Congratulations to MGVR Webmaster Chris Kintner and Cheryl Kintner! “Agnes” received second in class,(first among non-twin-cam MGAs (-;)) at the 14<sup>th</sup> Annual Hunt Country Classic British Car Show!



## SUBSCRIBER NEWS *continued*

### Konsin Wins 2009 SVRA PreWar Championship

—report by Manley Ford    photos by Chris Sloan



When the checkers flew over the Group 1 race at SVRA's 2009 finale event at Road Atlanta this past weekend (where aluminium-clad Loti were showing off up front), few observers were likely following one of the best-contended races going on back in the pack: Steve Konsin in his exceptionally well prepared MGTD going wheel to wheel with a very fast Bugeye driven by former SCCA champ Chris Gross. They were the only two cars in the 1 HP class, but that was enough. After numerous exchanges, Steve vanquished his competitor, by a mere second at the finish giving Steve a nearly-overlooked acknowledgement at the Group 1 post-race winners



circle. Nonetheless, it was a very satisfying result for Steve with his best lap at 1:56.3 (not bad for a motorized ox-cart) earning him a bit of SVRA metal and an Optima battery coupon. But little did Steve know his near-footnote victory would vault him to the top of the scoreboard for SVRA's 2009 Optima Sprint Series points standings for the club's "pre-war" classification. The crystal vase is in the mail, says our MGVR / SVRA mole, Jack Woehrle.



"Grandpa, I need the keys, I want to drive!" MG vintage racer Dick Powers reports that his grandson, who must be about four years old now, loves to climb behind the wheel of Grandpa's MGA and Alfa and 'work the wheel from side to side. "And he loves music". Pictured are Andrew and Dick's daughter Rachel.

### *Would You Look at That?*

MGTD racer Ed Cronin takes model railroad-ing to a new level. His museum quality layout must be counted among the elite in the model railroad hobby. Cut and paste the Youtube video link below for a look... .

<http://www.youtube.com/watch?v=zB3vWX4KJi4>



# 17th Annual NHIS Vintage Celebration



Courtesy Walt and Lu Pietrowicz/VintageAutoSports.com



## VINTAGE RACERS' NEWSLETTER

### VARAC Vintage Racing Festival

#### FOCUS EVENT E-BULLETIN

June 17-20



Bulletin # **1**



**Greetings MG Vintage Racers** and welcome to the first of many VARAC Festival Focus Event E Bulletins. The buzz is TRACK TIME. How does THREE HOURS of vintage racing on a WORLD CLASS road race course sound to you? It could be yours for the cost of entry to this years MG Vintage Racers' Focus Event.

#### Top Ten Reasons to Join MGVR at Mosport in June

1. Turn 2
2. Turn 2
3. Despite the turns, it is the world's third and North America's fastest race track
4. Largest volunteer-organized event on the continent = super friendly atmosphere
5. Snow will be gone by June
6. Easy, uncomplicated border crossing (the Canucks do it all the time)
7. Potluck party with wine reception and dinner party
8. Up to 3 hours of track time
9. Track introduction for Mosport debutantes
10. Better Beer



*"If you know all 4 seasons:  
Almost winter, winter, still winter,  
and road construction,  
You may live in Canada ."  
—Jeff Foxworthy*



#### Ten More Reasons to Join MGVR at Mosport in June

1. 10W-30 tastes better north of the border
2. For those of us who live south of the border, let's broaden our horizons by applying words such as "loonie", "Timbits", "Deke" "Hoser" and, of course, "Eh" to normal (or otherwise) paddock conversation.
3. Race with 70 or so of your closest friends on a world class course.
4. Name the gentleman whose claim to VARAC fame is ... "It's a grrrrrrreat day for motor car racing"?
5. Turn 2... Turn 2... Turn 2...
6. Cuban cigars
7. Cheap Petrol (-;
8. Famous Friday Evening VARAC Pot Luck Dinner and wine tasting DO NOT MISS!
9. Chance to update your ancient passport (the one when you had hair)
10. Opportunity to see if your tow rig will 'do the ton on the 401' (wait a minute!)





## VINTAGE RACERS' NEWSLETTER

### VARAC Vintage Racing Festival

#### FOCUS EVENT E-BULLETIN

June 17-20



Bulletin # **1**



***How much will this event set me back?***

VARAC is offering an outstanding value to MG Vintage Racers-Three full days of vintage racing for VARAC member rate of \$415.00. US. Sign up before May 17 and receive a \$35 discount! What a bargain!

***Does Molson really taste better in Canada?***

Yes.

***Do I need a passport to cross the border?***

Yes. Crossing the Canada/US border is painless. VARAC has border crossing documents available on their web site to download for your convenience. Any questions, please contact Chris Meyers, or Frank Mount (mount@pathcom.com). See end of this bulletin for guidelines on border crossing for this event.

***I wish to race with my MGVR friends at Mosport. Where do I find an entry form?***

VARAC will have entry forms on their web site by mid February. Visit their site [www.varac.ca](http://www.varac.ca) weekly for more information about VARAC, the Festival and their rules and regulations. A bulletin will be issued to MGVR as soon as entry forms become available.

***Where can I download a schedule of events and races?***

None is available just yet. Next bulletin will have a tentative schedule of events and races. An outline schedule looks something like this;

**Thursday;** Arrive at track, tech inspection, optional test day, driver orientation, MG Vintage Racers cocktail party at MGVR Central (+- 6 PM)

**Friday;** Registration, tech inspection, drivers meeting, untimed practice, VARAC's Famous Welcome Reception/Pot Luck Supper!!!

**Saturday;** Reg and Tech, Drivers' meeting early am, qualifying and racing, MGVR Banquet w/VARAC

**Sunday;** Reg and Tech, Races ..infield gates will be opened between sessions to allow competitors to leave early.





## VINTAGE RACERS' NEWSLETTER

# VARAC Vintage Racing Festival

### FOCUS EVENT E-BULLETIN

June 17-20



Bulletin # **1**



*Is there additional cost for Thursday's test day?*

Yes, the cost is \$175 US.

*My mother-in-law wants to join us. How many crew are we allowed, and what is the cost for overcrew?*

Your entry allows one driver, and two crew members. Overcrew is at the bargain price of \$25 US (\$30 for mothers-in-law).

*Are transponders required?*

Transponders are required if you want timed. You may rent one from VARAC for \$75 US.



*What am I forgetting?*

Pen in the date! Look to E-Bulletin 2 for information on Hotels, and local attractions. Much more information to follow so stay tuned.

#### Contact Information;

MGVR- Chris Meyers, Editor  
editor@mgvr.org or 860-490-5950

VARAC- Stefan Wiesen, VARAC Race Director  
Wiesen@sympatico.ca (preferred method of contact)  
519-927-1769



### Guidelines to Simplify Your Border Crossing



Make a list of the race stuff in your trailer, or tow vehicle. You don't have to list every socket...but a good overall inventory will help, especially if you have large, expensive items such as air compressors, generators, extra tires, etc.

Make sure you have something that proves ownership of your race car. A log book or registration will work.

Upon leaving USA, stop at US Customs and get your list stamped. This makes the trip back into the US easier. The list will prove that you did not buy the car, or tools in Canada.

If you have a choice of border crossings, 1000 Island and Samia are generally quicker/simpler than Buffalo, or Detroit due to smaller traffic volume.

Don't forget your Passport!!!

The last rule of thumb-don't be a wise guy with either country's Customs. They lack a sense of humor)-8



## VINTAGE RACERS' NEWSLETTER

### VARAC Vintage Racing Festival

#### FOCUS EVENT E-BULLETIN

June 17-20



Bulletin # 2



### Race Car Safety Issues

**Hello Fellow MG Vintage Racers** and welcome to our second Mosport Focus Event E-Bulletin! This bulletin covers issues related to VARAC safety compliance and most importantly, roll bar configuration. VARAC has stated flatly that roll bars, and fuel cells are mandatory at their events. That being said, they are taking a 'lets see' approach to individual roll bar configuration. This is GOOD NEWS!

If you are not familiar with current VARAC roll bar regulations, please cut and paste the link found in the box below for an abbreviated version of their Appendix A, *Roll Bars and Cages*. Please don't assume that just because your roll bar conforms to your vintage race organization's rules that it will meet VARAC rules. Look over VARAC's rules and compare the sketch to your roll bar configuration. If you have any doubts, please email photos of your roll bar to [editor@mgvr.org](mailto:editor@mgvr.org). VARAC is looking at this on a case-by-case basis.

[https://www.yousendit.com/transfer.php?action=batch\\_download&batch\\_id=VGljWGJORKVUME1LSkE9PQ](https://www.yousendit.com/transfer.php?action=batch_download&batch_id=VGljWGJORKVUME1LSkE9PQ)

Photos courtesy Mark Sherman



*Here are photos of a non-conforming roll bar that was reviewed by VARAC and CASC and accepted.*



**Quick Notes**-seat belts must be five years or newer, helmets must be SA 2000, or newer. Fuel cells are a 'must'. VARAC requires rain lights for those who wish to run in the rain. Race suits are required to have three layers of NOMEX— either three layer, one piece driver's suit, or two layer suit (again, one piece) and one layer of NOMEX underwear. You will need a balaclava, or helmet skirt.

To download the complete VARAC Rules and Regulations, go to [www.VARAC.ca](http://www.VARAC.ca), find the *Quick Links* box and click on Varac Rules and Regs.

#### Contact Information;

MGVR- Chris Meyers, Editor  
[editor@mgvr.org](mailto:editor@mgvr.org) or 860-490-5950

VARAC- Stefan Wiesen, VARAC Race Director  
[Wiesen@sympatico.ca](mailto:Wiesen@sympatico.ca)

# HERE'S WHERE TO STAY

## Mosport Area

### Willow Pond Country B&B

2460 Conc. Road #7 (Tyrone)  
Bowmanville, ON L1C 3K2  
Toll Free: 1-866-261-7494  
lynn@willowpondbedandbreakfast.ca

Lynn Morrison at the above address  
co-ordinates ALL Bed & Breakfasts  
in the Mosport area.

**VARAC HOST HOTEL: Holiday Inn**  
Special Rate \$ 99.00 before May 19

1011 Bloor E,  
Oshawa, ON  
Hwy. 401 Exit #419  
Tel: (905) 576-5101

## Bowmanville

(approximately 20 minutes from track)

### Howard Johnson Clarington Hotel

143 Duke St.  
Bowmanville, ON L1C 2W4  
Hwy. 401 at Liberty St.  
Tel: (905) 623-3373  
Toll Free: 1-800-446-4656

### Port Darlington Marina Hotel

70 Port Darlington Road  
Bowmanville, ON L1C 3K3  
Hwy. 401 Exit #432  
Tel: (905) 623-4925

### Cedar Park Resort

6296 Cedar Park Rd,  
Hampton, ON L1C 3K2  
Tel: (905) 263-8109

## Lindsay and Area

(approximately 30 minutes from track)

### Admiral Inn

1754 Highway 7 West  
Lindsay, ON K9V 4R2  
Tel: (705) 328-1743

### Kawartha Lakes Inn

South of Lindsay on Hwy 35  
Lindsay, ON K9V 4R4  
Toll Free: 1-800-268-2278

### Lindsay Inn

354 Lindsay St S, (Hwy 35)  
Lindsay, ON K9V 4R4  
Tel: (705) 324-0314  
Toll Free: 1-800-917-3600

### Victoria Motel

256 Lindsay St. S.,  
Lindsay, ON K9V 4R5  
Tel: (705) 328-2111

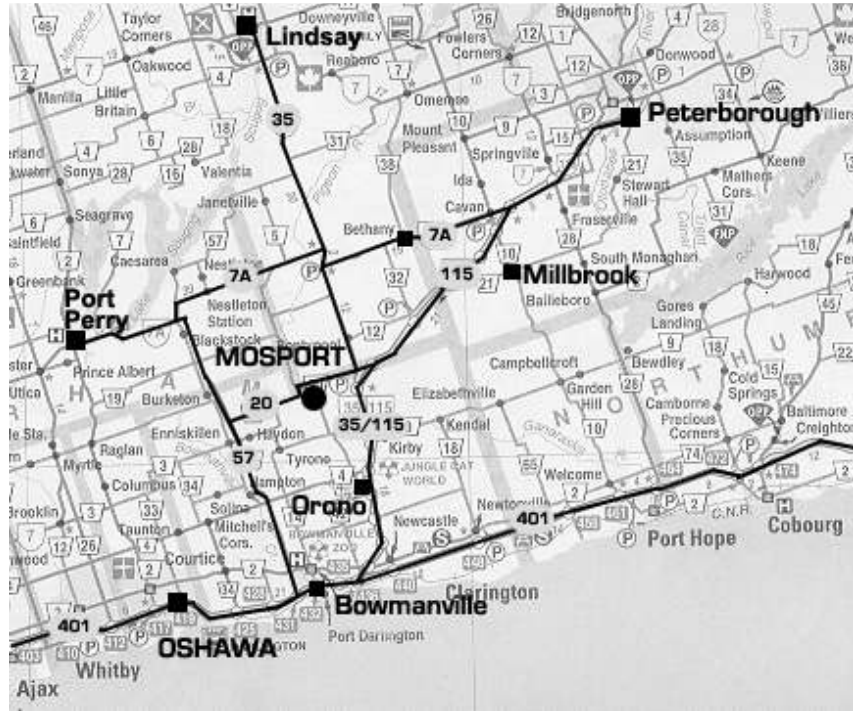
### Kent Inn & Cafe

251 Kent Street West,  
Lindsay, ON K9V 2Z3  
Tel: (705) 324-6744

### Gilligan's Restful Haven B&B

16 David Drive  
Lindsay, ON K9V 5G8

Tel:



## Bethany, Millbrook

(approximately 15 minutes from track)

### Bethany Hills B&B

10 Christie Rd.  
Bethany, ON L0A 1A0  
Tel: (705) 277-2226

### Plantation House B&B

982 Porter Road  
Bethany, ON L0A 1A0  
Tel: 705-277-9431

## Orono Area

(approximately 15 minutes from track)

### Twin Oaks Motel

RR 1,  
Orono, ON L0B 1M0  
Tel: (905) 983-5856

## Oshawa and Area

(approximately 30 minutes from track)

**VARAC HOST HOTEL: Holiday Inn**  
Special Rate \$ 99.00 before May

191011 Bloor E,  
Oshawa, ON  
Hwy. 401 Exit #419  
Tel: (905) 576-5101

### Comfort Inn - Oshawa

605 Bloor Street West,  
Oshawa, ON L1J 5Y6  
Tel: (905) 434-5000

### Quality Suites

1700 Champlain Ave.  
Whitby, ON L1N 6A7  
Tel: (905) 432-8800  
Toll Free: 1-800-578-7878

### Travelodge

940 Champlain Avenue,  
Oshawa, ON L1J 7A6  
Tel: (905) 436-9500

## Peterborough

(approximately 30 minutes from track)

### Holiday Inn

150 George Street North,  
Peterborough, ON K9J 3G5  
Tel: (705) 743-1144  
Toll Free: 1-800-359-6279

### Beacon By The Bay B&B

199 Crescent Street,  
Peterborough, ON, K9J 2G5  
Tel: (705) 745-9165  
Toll Free: 1-866-745-9165

### Benson Bennet House

180 Benson Avenue  
Peterborough K9H 5Y5  
Tel: (705) 743-4857

### Down the Rabbit Lane B&B

272 Armour Road  
Peterborough, ON K9H 1Y6  
Tel: (705) 742-2978

### Hummingbird B&B Healing Resort

RR2 Lakefield, ON K0L 2H0  
Toll Free: 1-888-526-6032

### King Bethune House Guest House, Spa

270 King Street West  
Peterborough, Ontario K9J 2S2  
Tel: (705) 743-4101  
Toll Free: 1-800-574-3664

### Memory Lane B&B

2166 Old Norwood Road  
Peterborough, ON K9J 6X8  
Tel: (705) 743-4294

Toll Free: 1-800-870-7419

### Tranquility B&B and Spa

RR 2  
Lakefield, ON K0L 2H0  
Tel: (705) 652-1639  
Toll Free: 1-800-551-4128

## Port Perry Area

(approximately 15 minutes from track)

### Railroadhouse Motor Hotel

1865 Scugog Street,  
Port Perry, ON L9L 1J3  
Tel: (905) 985-7111

### San-Man Hotel

13601 Hwy 12,  
Port Perry, ON L9L 1B9  
Tel: (905) 985-2333  
Toll Free: 1-877-492-8555

## B&B Websites

BBCanada <http://www.bbcanada.com/>  
Kawartha Lakes  
<http://www.festivalhost.com/>

## Camping and RVs

RVs and camping are permitted within the  
paddock and infield. There is no charge for  
RV's or camping on the festival weekend.  
There is no electricity hookup.

## ATTENTION US COMPETITORS:

A customs bond letter is available for  
download on our website [www.varac.ca](http://www.varac.ca)



## MG Vintage Racers *Challenge Coin*

### *Origins of the challenge coin in USA*

Like so many other aspects of military tradition, the origins of the challenge coin are a matter of much debate with little supporting evidence. While many organizations and services claim to have been the originators of the challenge coin, the most commonly held view is that the tradition began in the United States Army Air Service (a forerunner of the current United States Air Force).

Air warfare was a new phenomenon during World War I. When the army created flying squadrons they were manned with volunteer pilots from every walk of civilian life. While some of the early pilots came from working class or rural backgrounds, many were wealthy Ivy League students who withdrew from classes in the middle of the year, drawn by the adventure and romance of the new form of warfare.

As the legend goes, one such Ivy Leaguer, a wealthy lieutenant, ordered small, solid-bronze medallions (or coins) struck, which he then presented to the other pilots in his squadron as mementos of their service together. The coin was gold-plated, bore the squadron's insignia, and was quite valuable. One of the pilots in the squadron, who had never owned anything like the coin, placed it in a leather pouch he wore around his neck for safekeeping. A short while later, this pilot's aircraft was heavily damaged by ground fire (other sources claim it was an aerial dogfight), forcing him to land behind enemy lines and allowing him to be captured by the Germans. The Germans confiscated the personal belongings from his pockets, but they didn't catch the leather pouch around his neck. On his way to a permanent prisoner of war facility, he was held overnight in a small German-held French village near the front. During the night, the town was bombarded by the British creating enough confusion to allow the pilot to escape.

The pilot avoided German patrols by donning civilian attire, but all of his identification had been confiscated so he had no way to prove his identity. With great difficulty, he

sneaked across no-man's land and made contact with a French patrol. Unfortunately for him, the French had been on the lookout for German saboteurs dressed as civilians. The French mistook the American pilot for a German saboteur and immediately prepared to execute him.

Desperate to prove his allegiance and without any identification, the pilot pulled out the coin from his leather pouch and showed it to his French captors. One of the Frenchmen recognized the unit insignia on the coin and delayed the execution long enough to confirm the pilot's identity.

Once the pilot safely returned to his squadron, it became a tradition for all members to carry their coin at all times. To ensure compliance, the pilots would challenge each other to produce the coin. If the challenged couldn't produce the coin, he was required to buy a drink of choice for the challenger; if the challenged could produce the coin, the challenger would purchase the drink.

Another tradition dates to US Military personnel assigned to occupy post World War Two Germany. With the exchange rate, the West German One Pfennig coin was worth only a fraction of a U.S. cent, and they were thus generally considered not having enough value to be worth keeping - unless one was broke. At any place where servicemen would gather for a beer, if a soldier called out "Pfennig Check" everyone had to empty their pockets to show if they were saving any West German Pfennigs. If a soldier could produce a Pfennig, - it meant that he was nearly broke, ... and if a soldier could not produce a Pfennig, it meant that he had enough money to not bother saving them, - and thus enough money to buy the next round.

One version of this story dates from the Vietnam war:

The tradition of the coin giving dates back to Vietnam actually when soldiers would tote along a piece of "lucky" ordnance that had helped them or narrowly missed them. At first it was small arms ammunition, but this practice grew to much bigger and more dangerous ordnance as time wound on. It became then actually a dangerous practice because of the size and power of the ordnance being carried, so commanders banned it, and instead gave away metal coins emblazoned with the unit crest or something similar. The main purpose of the ordnance had been when

going into a bar, you had to have your lucky piece or you had to buy drinks for all who did have it. The coins worked far better in this regard as they were smaller and not as lethal! So, if you go to a military bar, whip out a challenge coin and slam it down on the bar, those who lack one buy drinks! Obviously you have to be careful about this tradition ... However, Commanders and units give out coins for this and as mementos for services rendered or special occasions.

This tradition spread to other military units in all branches of service and even to non military organizations. Today, challenge coins are given to members upon joining an organization, as an award to improve morale, and sold to commemorate special occasions or as fundraisers.

President Bill Clinton displayed several racks of challenge coins, which had been given to him by U.S. service members, on the credenza behind his Oval Office desk. These coins are currently on display at the Clinton Library. The challenge coins appear in the background of his official portrait, now hanging in the White House.

### Challenging

The tradition of a challenge is the most common way to ensure that members are carrying their unit's coin. Unfortunately, the rules of a challenge are not always formalized for a unit, and may vary between organizations. This may lead to some controversy when challenges are initiated between members of different organizations.

The challenge, which can be made at any time, begins with the challenger drawing his/her coin, and slapping or

placing the coin on the table or bar. In noisy environs, continuously rapping the challenge coin on a surface may initiate the challenge. (Accidentally dropping a challenge coin is considered to be a deliberate challenge to all present.) Everyone being challenged must immediately produce the coin for their organization and anyone failing to do so must buy a round of drinks for the challenger and everyone else their challenge. However, should challenged be produce their challenger must round of drinks group.



who has coin. everyone able to coin, the buy a for the

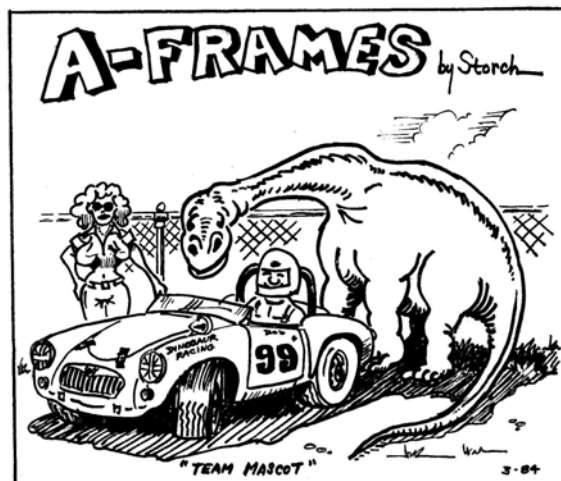
While most hold-challenge coins carry them in their pockets or in some other readily accessible place on their persons, most versions of the rules permit a challenged person "a step and a reach" (particularly useful if one is challenged in the shower).

Opportunus challenge vel vos persolve  
"meet the challenge or pay the price"

### Jeffrey Renshaw, MGTD #351

*Editor's note-Jeff called one afternoon to suggest that we offer the first run of MG Challenge Coins through MGVR Regalia. These popular coins have been selling like hot-cakes. A huge 'thanks' to Jeff for his work on behalf of his fellow MG vintage racer!*

Photo courtesy Al Costich



## **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**. In 2008 MG vintage racers participated in the first West Coast Focus Event with HMSA at Mazda Laguna Seca Raceway.

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

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

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

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

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Web site: The address is [www.mgvr.org](http://www.mgvr.org) **Chris Kintner** is our Web Editor and maintains the site, 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 120 MGVR subscribers are on the e-list. We wish there were more – the more, the merrier – and we have over 250 people who get the newsletter. So sign up for the e-list, won't you?

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

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

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

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

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

# MGVR “Official” Regalia

## Dan and Vicki Leonard

Email [ddl@leonardpaper.com](mailto:ddl@leonardpaper.com) telephone 410-343-0365

Outer Banks Polo, tan with dark accent stitched logo, sizes Small thru XL	\$30.00
Long Sleeve Blue Denim stitched logo, sizes Small thru XL <b><i>NEW LOWER PRICE</i></b>	\$28.00
Sweatshirt, Gray Heavy Weight (perfect for Mosport) stitched logo, sizes Small thru XXL <b><i>NEW LOWER PRICE</i></b>	\$25.00
Gray T-Shirt, MG collage; sizes Small thru XL	\$12.00
Tan hat, embroidered logo, one size fits all	\$12.00
Ladies Pink Hat with embroidered logo	\$10.00
Ladies White Polo	\$25.00
MGVR Decals, specify octagonal, or rectangular	\$3.00
Embroidered Patch	\$4.00
<b><i>New Item</i></b> MGVR Trailer Stickers	\$25.00
Small MGVR stickers	\$4.00
Laguna Seca Dash Plaque, West Coast MGVR Reunion <b><i>Limited supply</i></b>	\$7.00
<b><i>New Item</i></b> Travel Mug, Stainless Steel with MGVR Logo	\$8.00
MGVR Challenge Coin ‘don’t leave home without it’	\$10.00

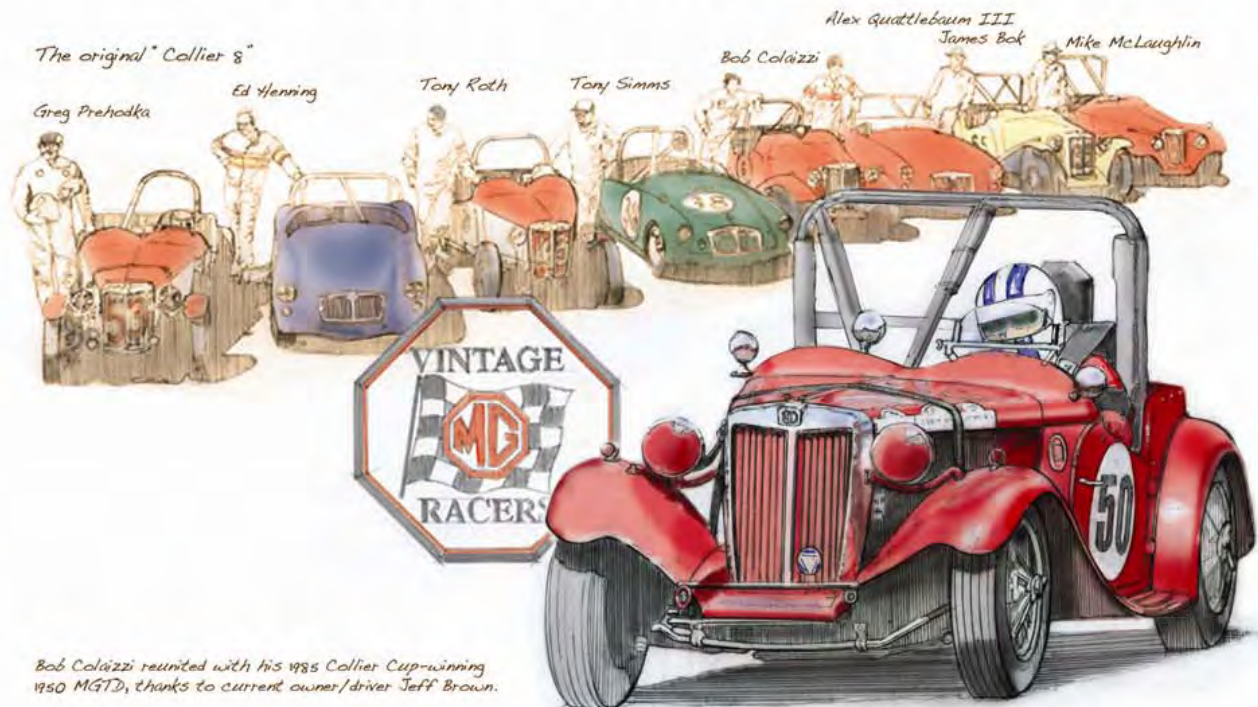




# THE TWENTY-FIFTH COLLIER CUP FOR VINTAGE MG'S

2009 winner – the entire 25th Collier Cup 53 MG field

2008 Chris Meyers MGA • 2007 Bill Shields MGB • 2006 Dave Smith MGA • 2005 Dan Leonard MGTD  
2004 Dick Powers MGA & Bill Hollingsworth MGTC • 2003 Sid Silverman MGTC • 2002 Mark Palmer MGA • 2001 John Targett MGB  
2000 Frank Mount MGTC • 1999 Mark Palmer MGA • 1998 Jack Archibald MGTC • 1997 Bob Schoepfen MGA • 1996 Denver Cornett MGTC  
1995 Mark Brandow MGTC • 1994 Greg Prehodka MGTD & Joe Tierno MGA • 1993 Jim Carson MGTC • 1992 John Faulkner MGB  
1991 Tim Handy MGB • 1990 Don Funke MGA Twin Cam • 1989 Alex Quattlebaum III MGA • 1988 Joe Tierno MGA  
1987 Alex Heckert MGA Twin Cam • 1986 Tony Simms MGA Twin Cam • 1985 Bob Colaizzi MGTD



Bob Colaizzi reunited with his 1985 Collier Cup-winning 1950 MGTD, thanks to current owner/driver Jeff Brown.

*Colaizzi* copyright October 2009