

# MG Vintage Racers Newsletter

April 2018: Volume 37, Number 1



**TRACK TIME!**  
**JUNE 14-17, 2018**  
**CANADIAN TIRE MOTORSPORT PARK**

**2018**  
**MGVR**

**2018 MGVR Focus Event!**  
**FORMULA 5000 FEATURE!**

GRIDS FOR VINTAGE, HISTORIC,  
CLASSIC AND MONOPOSTO

PLUS ROYALE FORMULA FORD CHALLENGE SERIES  
AND TOYO TIRES F1600

WATCH THE **VARAC** WEBSITE FOR MORE DETAILS  
**WWW.VARAC.CA**

A checkered racing flag is held by a person in a white shirt and helmet, positioned in the lower right corner of the poster. Below the flag is a white banner with the 'CANADIAN MOTORSPORT' logo, which includes a stylized red and pink graphic.

# MG VINTAGE RACERS' NEWSLETTER

*Chris Meyers, Editor,*

55 Belden Road, Burlington, Ct. 06013 (860-490-5950) [Editor@MGVR.org](mailto:Editor@MGVR.org)

## Greetings MG Vintage Racers!

It has been some time since I last sat at my laptop to compose an Editor's Column for MG Vintage Racers' Newsletter. I will apologize for the delay but I won't dwell on it. Despite my absence MG vintage racing continues, as does the spirit and camaraderie we all associate with our particular brand of motorsport. Don't think for one second that MGVR was abandoned-it wasn't abandoned but it was placed on my back burner while other aspects of my life were addressed (I won't bore you with the details). MGVR is up and taking solid food!

First things first-as of last evening I counted 47 MGs entered for our Focus Event with VARAC for their Vintage Grand Prix at Canadian Tire Motorsports Park (formerly Mosport). Congratulations to our T Series contingent for showing up in force! There is room for more MGs-don't miss the best party in vintage racing! I have four items to share with those of us south of the border who are concerned about crossing into Canada:

1. I have crossed several times with my rig and race car without issues. Unless you plan to smuggle stuff into/out of Canada, why worry?
2. Our Canadian MGVRs are huge supporters of stateside racing. They cross in droves to participate in our events. What do they know that we don't know?
3. Their beer is definitely better.
- 4 Regalia Coordinators Dan and Jane Leonard will have the latest in MGVR regalia to share with our gathered gang!



**Continued  
on page 5**

## The editor and his lovely wife Julie



## 33rd Collier Cup Race with SVRA at Watkins Glen

The weather was somewhat iffy for most of the event with rain and cooler temperatures for much of the event. Friday's activities looked bleak with Fall-like temps, rain and a blustery wind but as luck would have it the clouds gave way to sunshine just before the green flag fell on Reenactment touring. I was pleasantly surprised to find downtown Watkins Glen absolutely jam-packed with enthusiasts. This was the largest crowd I have ever witnessed at the reenactment in downtown! Luckily the weather held out until we arrived back to the paddock when once again the rain paid us a visit. Saturday was a repeat of Thursday/Friday with blustery winds and cooler temps. Sunday was SUNNY!

The Collier Cup race was scheduled for early afternoon following the lunch break. Due to unforeseen circumstances (some Trans Am racer had bad luck on-track) our race was delayed until about 2:15 but with blue skies and milder temps who cares- we had minimal MG attrition so the grid was full of T Series, MGAs, Bs, and Midgets. Here are the results:

Jack Archibald T Cup winner (first production T Series)

Bucher Decker Cup winner (first MGA)

Glanville Cup winner (first Midget)

J. Targett 612 Award (first 4 Cyl MGB)

Denver Cornett, Jr Cup (first overall)

First

Second

Third

Mark Barstow

Dawn Myers

Dick Rzepkowski

Bob Eagleson

Dawn Myers

Dawn Myers MGA

Bob Eagleson BGT

Steve Konsin MGA

### **The Collier Cup winner for 2017 is David Good!**

Congratulations to the winners and everyone who participated in the 33<sup>rd</sup> SVRA Collier Cup!

Chris Meyers, Editor, MGVR

**left to right: Bob Eagleson, Dawn Myers, Steve Konsin**





## 33rd Collier Cup at Watkins Glen

**Left:** Mike Barstow

Winner Jack Archibald  
T Cup (first production  
T Series)

**Right:** Chris Meyers  
Editor MGVR

## MGVR Focus Event 2018

MGVR is traveling to Canadian Tire Motorsports Park (*formerly Mosport*) for the VARAC Vintage Grand Prix June 14-17. Features include-

- Three days of racing on a world-class racing circuit
- \* MG-Triumph Challenge with a Saturday afternoon feature race
- \* Optional Driver/Track orientation with coaching on Thursday test day.
- \* Tony Simms Cup Trophy for MGs
- \* Thursday evening MGVR Meet and Greet at MGVR Central
- \* Steam Whistle Paddock Tour on Friday night with food and beverage stations located throughout the paddock.
- \* Saturday evening banquet in the CMTP conference center.

For more information and to register visit <http://varac.ca/vvgp/2018-vgp/> . There you will find an entry list, schedules, and supplementary rules and regulations. For those of us bringing our cars across the border please visit <http://varac.ca/carinfo/visiting-racers/>

# Welcome New MGVR Subscribers!

Hi Guys, we have a new subscriber, [Mike Patton](#) of Newmanstown PA. Mike races the white with red stripe MGB roadster, #65. Mike's email address is [mikemgb065@gmail.com](mailto:mikemgb065@gmail.com), phone is 717-949-2604. His address is 109 Mastle Road, Newmanstown PA, 17073.

## And these new MGVR MG Racers

[Ted Melady](#), MGB; [Michael Silverman](#), MGA – *the Pile*; [Charlie Powell](#), MGB GT; [Richard Jefferson](#), Midget; [John Maiuccorro](#), MGA; [Doug Faust](#), Midget; [Gary Briney](#), MGTD; [Alan Kremzur](#), MGB; [Jeffrey Abramson](#), Von Neuman Special MGTD; [Mike Patton](#), MGB; [Paul Konkle, Jr](#), MGB; [James Acquilano](#), MGB; [Jeff Edington](#), MGB; [Russell Lane](#), MGTD; [Frank Albert](#), MGB GT; [Cris Vandagriff](#), Hollywood Sports Car MGB

## (From the Editor – continued)

**HELP WANTED:** MGVR Treasurer [Larry Smith](#) has performed his duties as MGVR Treasurer **for a decade** (where did the time go?) and has expressed a desire to turn over the reins to one of his fellow MGVRs. Duties include maintaining the MGVR treasury, accepting incoming subscriber applications, and updating the subscriber database. If you wish to contribute to the MGVR team as secretary, please reach out to Larry at [lrsmg@aol.com](mailto:lrsmg@aol.com). Thanks in advance for contributing to our efforts as MG vintage racers!

With Focus Event business, and MGVR business out of the way, now I can concentrate on my rants and raves.

My MGVR email has been a hot mess for the last several months-partly due to my lack of attention and partly due to difficulties with our web site. [Chris Kintner](#) worked his tail off trying to re-establish my '[editor@mgvr.org](mailto:editor@mgvr.org)' account and after some difficulties on my end we are now back up and running. I still receive some junk email (*who doesn't*) but it is working so please don't hesitate to use it if you choose not to use my preferred email address: [mgvrmeyers@comcast.net](mailto:mgvrmeyers@comcast.net). Many thanks to Chris for taking time to reconfigure my email AND for updating our website ([www.mgvr.org](http://www.mgvr.org))! Don't forget about our Yahoo e-group ([MGVR@yahoogroups.com](http://MGVR@yahoogroups.com)) for trading information about upcoming events, reports about recent events, questions about MG set up etc. Anything MG race related is welcome. If you don't have access to our MGVR Yahoo e-group, email me. As always I ask for race reports of any sort (*any Wild Hare Run?*) and photos. If you don't have race reports, send me photos? Tech Editor Dave Smith ([mgaracer49@gmail.com](mailto:mgaracer49@gmail.com)) is always on the lookout for interesting tech articles-send him your thoughts!

Now the Big Thanks- to Greg Prehodka for helping me with this issue. MGVR's DNA traces back to his vision in 1981 when he saw an opportunity to share information with a group of like-minded vintage racers who shared a common marque. His persistent prodding woke this pseudo-editor from his grumpy slumber.

MGVR is not mine, **it is yours**, dear subscribers! Share your thoughts, gripes, news, rumors, downers, and uppers with your fellow racers!

**Chris Meyers, editor**

## MGVR Focus Event 2017

What a wonderful Focus Event weekend **at *New Jersey Motorsports Park*** with VRG! The weather was a huge contrast to Watkins Glen the week before-warm to toasty temps and NO RAIN! Track time was outstanding -four long sessions on Day 1 alone! During one session I noticed racers looking up at Start/Finish as if to hope for a checker-the sessions were that long! VRG once again proved that they understand what vintage racers long for-well organized, well run events where organizers hold the highest regard for exemplary driver behavior on-track. What happens off track...well that is another story-

Many of us arrived at NJMP mid-afternoon Thursday to warm sunny skies-perfect for setting up MGVR Central and the MGVR paddock. VRG provided roving tech and registration to make racer life convenient. Racing began Friday am with untimed practice sessions with each session followed by a driver meeting to establish ground rules. Sessions 2 and 3 were qualifying and racing. Last race of the day was the Special Feature All MG Race 1! When all was said and done MGVRs had 4 sessions Friday! For race results for MGVR Races 1, and 2 please visit <https://speedhive.mylaps.com/Events/1462620> . As temps and racers cooled the MGVR grill heated in anticipation of the Friday Meet and Greet. Thanks to everyone who contributed grub and grog to our traditional elbow rub; plenty of folks enjoyed the festivities and the evening!

Saturday race sessions included 30 minute qualifying followed by 14 lap feature race and *another All MG Feature Race!* This race was a study in how vintage racers should do it-I saw several point-bys and watched as more than a few fast MGs tucked in behind slower cars awaiting the opportunity to pass safely. Kudos to the MGs who displayed exemplary vintage racing spirit! As racing ended everyone brushed off, cleaned up and made ready for VRG's BBQ at the Air Museum. At MGVR Central we prepared for the presentation of our annual awards.

Saturday's BBQ at the adjacent Millville Army Airfield Museum acted as a Museum fundraiser-the \$24 tickets partially covered costs with the rest subsidized by VRG. This year the Joisey Boyz Racing Team sponsored a craft beer tasting complete with bartenders. Was it good? *Fuggedaboutit!* Not bad for a BYOB BBQ! The food was excellent as was the company. Many thanks to VRG and Joisey Boyz for making Saturday's dinner an event!

As is tradition at MGVR Focus Events, we had a few awards to give out at Saturday's dinner. Here are this year's award recipients:

Bill Parish Master of Speed Deception Award- Todd Stevenson

THE BILL PARISH AWARD IS PRESENTED ANNUALLY TO AN MG VINTAGE RACER WHO IS HAVING THE MOST FUN, AND BEING A MASTER OF SPEED DECEPTION WHILE BEING UNCONCERNED ABOUT WINNING -IN MEMORY OF MG RACER BILL PARISH.

# MGVR "Focus Event" 2017 in New Jersey



**(NJ Focus Event continued)**

The **John Targett Doff of the Cap award**- Alan Tosler

THE JOHN TARGETT *DOFF OF THE CAP* AWARD IS PRESENTED ANNUALLY TO AN MGB RACER WHO IS DEDICATED TO PRESERVING THE RACE HERITAGE OF THE ICONIC MGB 4 CYLINDER SPORTS CAR. THIS AWARD HONORS THE MEMORY OF MGB RACER JOHN TARGETT

**MG-V8 Award**-Tom Leavy

THE MG V-8 AWARD IS AWARDED TO THE WINNER OF THE ALL MG RACE.

MG Vintage Racers Spirit Award *The Big Copper Bucket*-Mark Brandow

THE **MGVR SPIRIT AWARD** IS SELECTED BY VOTE OF PARTICIPATING MG VINTAGE RACERS TO THE MGVR HOW BEST REPRESENTS *THE SPIRIT OF MG VINTAGE RACING*.

As the BBQ wound to a close this writer took a few minutes to thank the MGVRs who helped with events and newsletter throughout the year. Let me take a minute to thank again-

**Larry Smith**-MGVR Treasurer and voice in my ear when needed

**Dan and Jane Leonard**-Regalia Coordinators and co-hosts of MGVR Central

**Chris Kintner**-MGVR Webmaster

**Dave and Chari Smith**-MGVR Tech Editor and assistant TE. Thanks for your help with MGVR Central and Spirit Award voting this year!

**Greg Prehodka**-MGVR PR and Advisor / Motivator

Lest I forget (thanks for the reminder Butch)-- next year's Focus Event is at the VARAC Vintage Grand Prix at Canadian Tire Motorsports Park June 14-17, 2018! Sunday was racing, and more racing, followed by MGVR Central pack up and drive home. If you like plenty of track time on a fast, fun track with fast, fun folks, then don't miss this event next year!

Congratulations to VRG and **Butch O'Conner** for running a smooth, fun event. Thanks for hosting MGVR for this year's Focus Event! Thanks to the MG Vintage Racers who joined us in Millville NJ for this year's Focus Event!

Chris Meyers, Editor, MGVR

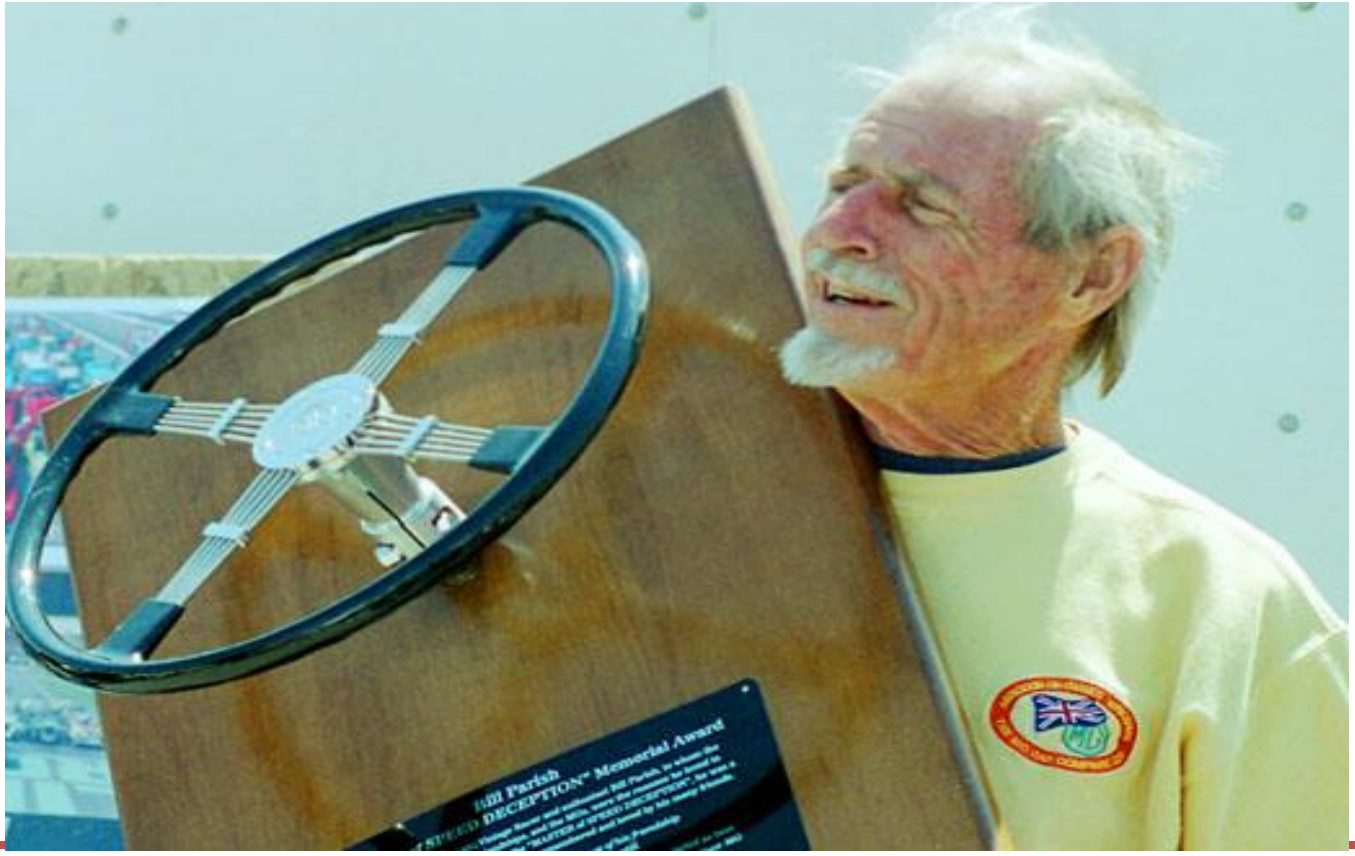


# Will Bowden – MG Racer & Enthusiast

Passed away July 29, 2017, at age 83

Will Bowden of Orlando, Florida, was chosen for MGVR's 2005 "**Bill Parish Award**" in 2005 at Road Atlanta. Supported by MGVR and Parish-Heacock Insurance, it is annually presented at MGVR's Focus Event in memory of MG racer Bill Parish, to a MG racer at the event participating in Bill's past spirit of "**Having the most fun, and being a Master of Speed Deception, while racing their MG over the years - unconcerned about race winning.**"

Will, a retired Merchant Marine Officer and aerospace engineer, got his first MG - a MGTD - in 1960 and was a founder of the "**Classic MG Club**" of Florida. His first vintage MG race was at Sebring in 1978 with his MGTF in a support race. In the 80's, he competed in many vintage races down south, including SVRA's "MG Safety Fast Championships" at Road Atlanta, and was a **charter member of the "MG Vintage Racers" in 1981** . Will made special efforts to attend the MG races up north at Watkins Glen in '94 for the 40th anniversary of the Collier Cup, and in '98 for the Glen's 50th anniversary. And he was also noted for always bringing "**Lots of extra MG parts**" with him to races - which he always graciously loaned out to other MG racers in need of them.





## VARAC Vintage Racing Festival 2018

### FOCUS EVENT E-BULLETIN

June 14-17, 2018

#### Bulletin # 1

**Greetings MG Vintage Racers** and welcome to the the first (any much belated) VARAC Festival Focus Event E Bulletin. 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 CTMP in June

1. Tum 2
2. Tum 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
7. Potluck party with wine reception and dinner party
8. Up to 3 hours of track time
9. Track introduction for CTMP newbies
10. Better Beer



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

#### VARAC Vintage Grand Prix Notes-

- Three days of racing on a world-class racing circuit
- MG-Triumph Challenge with a Saturday afternoon feature race
- Optional Driver/Track orientation with coaching on Thursday test day.
- Tony Simms Cup Trophy for MGs
- Thursday evening MGVR Meet and Greet at MGVR Central
- Steam Whistle Paddock Tour on Friday night with food and beverage stations located throughout the paddock.
- Saturday evening banquet in the CMTP conference center.

For more information and to register visit <http://varac.ca/vygp/2018-vgp/> . There you will find an entry list, schedules, and supplementary rules and regulations. For those of us bringing our cars across the border please visit <http://varac.ca/carinfo/visiting-racers/> .

## VDCA's VETERANS DAY HISTORICS

### AT ROAD ATLANTA

November 11-12, 2017

By Bob Spruck

*"MotorMouth/South"*

For the 17 years it has been in existence, the *Vintage Drivers Club of America* (VDCA) has had a schedule of race weekends that attracted an ever increasing number of members and participants. It includes such premier venues as Virginia International Raceway and Sebring. It also included some less spectacular but none-the-less challenging and desirable tracks like the underrated Roebing Road Raceway near Savannah. Within its generally southeast US sphere of activity, the Holy Grail eluded it – the 2.54 miles long challenging track and superb facilities at Road Atlanta. Until, that is, about 10 years ago when Ray Morgan, local resident and businessman, Club member, and now Director was able to convince the track to grant VDCA a date. The only problem was that only a date in February was available. Winters in Atlanta are usually pretty mild and the five years with the February date provided three with very reasonable weather and two with typical southern winter chill (40 degrees, not really race prohibitive). For some reason RA needed that date and offered a July date in its place. That would sound great for any other place, but Atlanta in July is more often too hot and humid than February is cold and nasty. But Ray, ever optimistic and opportunistic, accepted that date. True to form, the three years on that date were hot and humid. Ray and the membership, figuring their foot was in the door, held on and this year accepted a change to November, which is usually fairly mild since winter doesn't usually set in until after Christmas. This being the first time on this date, the unusual happened - temperatures in the low 40s overnight and daytime temps reaching only the high 50s. The good news was that there was no precipitation, just brisk winds. There were few complaints heard from the mostly southern membership and even some relief expressed by those who came from north of the Mason-Dixon Line (almost 20% of the entrants).

So, the weather and the racing were wholly acceptable. VDCA usually creates four on-track race groups from its eight Classification groups, each of which contains multiple classes, all based on engine displacement and speed potential. For this two day event each Race Group had half hour track sessions identified as one practice session, one

## *(Road Atlanta Continued)*

qualifying session, two race sessions, a one-hour endurance race and a half hour Gimmick race. That was for the vintage cars. VDCA also usually shares their weekends with other non-vintage groups, such as a local BMWCCA or PCA chapter. This time there were eight half hour non-VDCA test sessions.

### GROUP 1 (small displacement production cars and Formula Vee)

Nine FV and 27 small-bore cars comprised Group 1, the largest Group at the event. Not surprisingly, the larger displacement, higher revving cars dominated. Casey Haddock almost always runs away from the field in his well driven, high revving, super light LeGrand Mk 18. Only 750cc but working hard, the DSR car and Casey's driving skills dominated as usual, challenged only by David Conrad's beautiful MGA roadster. Andy Russell's and Rick Fraser's '72 MG Midgets and Carl George's '59 MGA Sebring Coupe were the only MGs in the Group. David started just behind Andy in fourth and managed to get past by lap 2. Rob Stewart in his '67 Spitfire was going gangbusters until he began to have some problems with his power that eventually put him out with head gasket failure. Likewise, Mark Craig in another Spitfire dropped all the way from second to 18<sup>th</sup> and then out a few laps later with a blown oil cooler. This is not to take anything away from Conrad because he drove the wheels off the car all weekend, but he was the recipient of all the luck on this particular weekend. So, Conrad was second in Group, but first production car behind winner Haddock in the LeGrand sports racer.

### GROUP 3 (medium displacement production cars and sports racers)

This Group had an interesting selection of cars. Ray Morgan drove his veteran 1964 Merlyn Mk 6 to a flag-to-flag finish. The three MGB roadsters and lone BGT ran midpack but strong. The ever strong and steady Stirling Heath brought his 1971 MGB GT home in fifth while both John Fontanella ('64 MBG) and Stan Heath ('65 MGB) finished above their starting positions. An unfortunate Mike Morrison had to leave the pack about half way through with some technical issues with his '75 B.

### PARTY TIME

VDCA, in addition to having a reputation for great races, prides itself on its Saturday night festivities, most of which are sponsored by individual members or race teams. Zapata Racing, as it has done so many times, put on a shindig this time with barbecued ribs, chicken, and pork, and a selection of delicious southern cakes for desert. The venue was the shop, showroom, museum, business office, and man cave of member Jerry Peters, right across the highway from the track. Jerry was racing at Daytona this weekend, but allowed his VDCA friends to use his place in his absence. A crew of responsible and hard working members set up and then cleaned up the building and grounds in recognition of his magnanimousness and generosity. Thank again, Jerry!

Road Atlanta is a fabulous facility for both racers and spectators. Many improvements were evident as a result of the recent Petit LeMans and Walter Mitty Challenge. By all indications, VDCA's new November race date should provide a popular and well attended event in the future.

## Road Atlanta Photos

*Bob Spruck photos*



Carl George

Sebring  
Coupe

1959 MGA

Stirling Heath

1971 MGBGT



### Battle of the Midgets

Andy Russell leads  
Rick Fraser into turn  
10a

# *Maintaining Your MG Race Car*

*Dave Smith*

## Pressurized Oil Accumulator Maintenance

A Series of MGVR articles on Race Car Maintenance. During racing season the oil accumulator (unit) sits quietly in our trunk or cockpit floor. It is reliable, seldom draws our attention and provides engine bearing oiling prior to start up. It also provides oil pressure if our engine oil pump loses prime for any reason. It should be used in conjunction with a 20 PSI oil pressure dashboard warning light. This article will explain the process to service the Canton Accusump with guidance from their Tech line. However, you should consider returning your unit to your manufacturer for service if you are not comfortable with checking for debris. Units with the electric oil valve will be more challenging to follow this procedure.

Rowdie Racings experience with the Canton Accusump has it installed on the right side cockpit floor and has the manual oil release valve within reach of the driver. The air chamber pressure gauge is visible to the driver and is a good backup to a failed dashboard oil pressure gauge in a race. The air gauge confirms 2 quarts of oil have charged the engine for startup and also has replenished the unit before shutdown. Over time, even good oil filtration will not prevent bearing material from settling in the cylinder. Contaminants affect the performance of the unit and are not good for your expensive race engine either.

## Checking & Recharging Your Unit

Open the manual oil valve and drain the oil into the engine. Close the manual oil valve, detach the engine's AN 10 oil line at the fitting/valve and remove the unit from the floor mount. **NOTE:** The air chamber has residual pressure which must be safely bled away. The Canton unit has a valve core that is depressed before removal of the brass fitting on the air end. Do **not** open the oil release valve until you are sure that all air pressure is relieved. Make a wire hanger to position the unit with the oil valve/AN fitting at the bottom. Slowly open the oil release valve and position a drain pan. Residue oil will gravity drain from the oil chamber. Use a white 1 pint plastic container to check for bearing material in the residue oil. If there is no bearing material found in the oil proceed to the next step.

Place & secure the cylinder on your workbench or vice. Do NOT grip the cylinder in the vice. Doing so will alter the inner diameter and ruin the unit. Fashion a 20 inch long 3/8 wooden dowel and insert the dowel thru the open AN oil valve until it is stopped by the internal piston at the end of the air chamber.

Without the brass air fitting the air chamber will empty while the piston is moving. If the piston movement is smooth and no debris was found it is time to remove the dowel and refill the cylinder.

### Refill the Cylinder

Stand the unit with the oil valve on top. Pour race oil (in my case it was 2 quarts) into the open oil valve until it fills the opening of the AN fitting then close the oil valve. Reinstall the brass air fitting with Teflon tape. Reinstall the unit in your MG. Reconnect the AN 10 oil line to the fitting/oil valve. Using an air line on the Air brass fitting to raise the air chamber pressure on the gauge. Set the pressure to match your engine's running oil pressure. Your engine will now get 2 quarts of clean race oil at startup. . Kent Prather recommends spinning the engine after pressurizing the system and before turning on the ignition to allow oil to flow thru the entire engine oil system before start up.

### Cleaning the Cylinder

If you find debris in the drained oil, or the air chamber piston does not move easily and smoothly the unit needs disassembly and cleaning. This should be performed by your unit manufacturer.

Picture 1: The Canton Accusump Cylinder.



(Accusump Continued)



*Dave Smith Photos*





## 2018 HMSA Spring Event 2018 March

Hi Chris, Ten years after the MGVR West Coast Focus at Laguna..Kind same weather.,Rain on Sat and cleared yesterday. My A Coupe,2 MG Bs, And Susan Paterson in her Devin MG.... .Not the same without all you guys ..Seems winter never ends on the east coast...Trust all is well with you and your family..Say Hi to Ed Mack,

**Cheers Jim Weissenborn**

## VSCCA White Mountain Vintage Grand Prix

On Friday and Saturday **July 20-21** the VSCCA will be hosting the inaugural White Mountain Vintage Grand Prix and the long-anticipated track in Tamworth, NH. A 2.5 mile version of Watkins Glen is a good comparison. Having driving it I can tell you it is a fantastic course.

The event will be open to **pre-war MGs, T Series and MGAs** in keeping with the VSCCA car eligibility. Due to local ordinance it is a muffled event (90db limit) and cars must run period-correct tires (no Hoosiers or slicks).

On Sunday, July 22 Nick Grewal will be hosting a concourse on his farm in Sanbornton, NH as a fund raiser for the Boys and Girls Clubs. There will be a race car class. Car entry is expected to be only \$15-20. Anyone headed south from Tamworth will go within a few miles on his farm as you travel I 93 south.

Track map and other info at: [www.clubmotorsports.com](http://www.clubmotorsports.com). I hope you can join us!

Cheers,

Mark O'Day  
[mdoday@comcast.net](mailto:mdoday@comcast.net)

# Syd Silverman Passes at 85

*Longtime Variety Publisher and Vintage Car Enthusiasts*

**Aug 28, 2017 - Syd was a noted collector and driver of historic racing cars, especially Lister sports racers and other British marques from the 1950s including Allard, Austin-Healey, Jaguar, AC, Sunbeam and MG. Silverman was the only child of Sidne Silverman, the second publisher of Variety, and Marie Saxon Silverman**

\*\*\*\*\*

Many fine tributes to Syd here, and I'm sure there will be many more in other publications. During my time at the helm of MGVR, I got to know Syd a little bit. He was a quiet, unassuming man and a true gentleman, as others have noted. I will add that Syd made *a lot* of things happen for the good of the sport, behind the scenes, without ever wanting or accepting any credit. I am not sure that SVRA would even exist today, if it weren't for Syd.

I also remember his "battles" on the track with Denver Cornett in their MGTC's at the Collier Cup. Syd's car clearly had more speed potential, but Syd made sure that Denver had someone to dice with and enjoy a bit of racing in his senior years -- a real class act.

He will be sorely missed, and my sympathies go out to his family and friends.

**Mark Palmer, Editor, MGVR 1995-2005**

\*\*\*\*\*

To: MG Vintage Racers      Re: Passing of Syd Silverman      Very sad to hear of the passing of Syd Silverman. Syd was very involved in vintage racing in a number of respects for many years. He was a strong supporter of the MG Vintage Racers and he raced his MGTC with us a number of times (His TC was the TC that was Carroll Shelby's first race car). He was the recipient of SVRA's "Collier Cup" in 2003. We will miss him.

**Greg Prehodka**

**Founder 1981, MGVR, editor to 1995**

\*\*\*\*\*

Sad to hear Syd Passing, There is no question He was a Gentleman in the complete sense, Respectful and unassuming

Our sincere sympathy to His Family and Friends

**Rey Navarro**  
**MG TC 33**



## Obituary for Otto Linton

Otto Linton was born in Vienna, Austria during the First World War. He studied engineering at the University of Vienna and immigrated to the United States in 1938. During the Second World War he worked as an engineer and machinist converting factories to war production in Philadelphia.

When he was 11 he experienced “the most beautiful thing I ever saw, a 1927 Amilcar driven by a neighbor wearing a leather helmet and flowing scarf.” In 1937 he saw Nuvolari race Rossmeyer at The Czech GrandPrix and that led him down the path to Auto Racing. By 1943 he was one of the first members of the Antique Automobile Club of America (dedicated to historical automobiles). He attended the first “pre-SCCA” meetings representing the Philadelphia area and ultimately helped form the Philadelphia region of the SCCA. He was the SCCA “competition board” that authorized the road course at Watkins Glen, NY in 1948. He entered that race with the **supercharged MG J4**. From 1948 to 1967, he competed in over 30 race courses including the first races at Sebring, Road America, Virginia International Raceway and Limerock. He raced on street courses, air fields and dedicated race tracks. He once had tea with Augie Duesenberg in 1947 while crewing on a Duesenberg race car at the month long Indianapolis 500. Otto focused on international endurance racing and had great success often winning his class. He won the prestigious “Index of Performance” at the Sebring 12 hour race 3 times. Otto raced the best sports cars of the day including brands such as Siata, OSCA, Abarth, Mercedes, Elva and MG. He was well known as a source of race cars through his Philadelphia area foreign car dealership Speedcraft Enterprises. Although the dealership carried most sports car brands, it was the building in back with the race cars that threatened many marriages. There are many stories about those who came to “just look what Otto had out back” and ended up with a car for the track “that they just had to have”. Otto was an early supporter of women in racing having built Isabelle Haskell and Suzy Dietrich their first race cars. Well known Canadian racer Alice Ferguson was sponsored and then employed by Otto as well. It was the camaraderie at the race track that Otto liked most: there was not rich / poor, famous / unknown or gender involved – “Everyone was just a Racer”. Since Otto sold his business in 1984 he has been active in the vintage racing community. He attended many events at Watkins Glen, Sebring and Indianapolis and was always willing to get behind the wheel or share his stories. He was inducted into several “Racing Hall of Fames” including those of Watkins Glen and Sebring International. Otto will be missed by his children, grandchildren and extended family (part of which is the Vintage Racing community with whom he shared his passion for Auto Racing and camaraderie).

# Remembering Roy Jacobson

1944 – 2017  
by Greg Prehodka

I have many wonderful memories of Roy Jacobson and the vintage car enthusiasm we shared over the years. In our sport there are enthusiasts, aficionados, and then true believers. Roy Jacobson was a true believer. He left us this past July at the age of 73, survived by his wife Georgiann.

After serving in the Coast Guard in the 1960s, Roy started a small garage restoration and repair shop outside of Boston catering to English cars. Many a Brit car in that area survived and thrived due to Roy's efforts. He began racing his **MGTD-Mk2** with the VSCCA in the early 1970s. In 1977 and 1978 he was the event chairman for the New England MG "T" Register's "**Double Three**" all MG races at Lime Rock Park (a six hour endurance race for MG T's fashioned after the Brookland's "Double Twelve" races). He raced his number 38 MGTD in it, which had a checkered grill and was painted the "**Queen's Colours**". Ben Bragg and I also raced our MG 'T's in those races. The 1977 race was my first ever vintage race with my MGTD and Roy was the person who got me to enter. It would set my vintage racing course for years to come. Roy's MGTD and his Scottish Tam o' shanter (cap) would be a fixture at T Register, VSCCA, and VARAC events for years. Roy later purchased and raced a **Lester MG** of "*Monkey Stables*" fame. He was an expert on Harry Lester's small group of specialty cars. Quite a few of them came into his shop at one time or another. An MG N-type racer and a street going Y-type MG also graced his stable. Roy also was a founding member of the MG Vintage Racers Newsletter in 1981.

Aside from racing and fighting Lord Lucas in the Boston area, Roy was an event chairman for a number of VSCCA races, as well as organizing a number of races and rallies for the New England "T" Register, including a road rally around the Great Lakes. He also was an amazing story teller, as anyone who knew him would tell you! He could keep his fellow competitors on the edge of their seats with stories like the victory by a margin of 11 seconds after two and a half hours of racing, with his Lester MG in a vintage team of four VSCCA cars participating in EMRA's "**100 Lap tag team Night Race**" at the old Bryar track, or when a helicopter, holding scantily clad fashion models for photos with our cars, landed at Bryar in the middle of a "T" series race. Their sight caused him to drop the checkered flag on the race in progress one lap too early. Then there was the time when he was delivering a customer's MGTC and it disappeared from the trailer his car was towing in the middle of a snowstorm on the NY Thruway and he had to drive back to find the car, or anything you wanted to know about the Monkey Stables Racing Team. His later years found him moving to Virginia and competing in hi-performance shifter carts and collecting and restoring single cylinder vintage English motorcycles. Cherished memories!

Rest in Peace

**Right: Roy Jacobson, Left:  
Greg Prehodka: Bryar 1983**





**MG Vintage Racers**  
**Newsletter**  
**Since 1981**

**Editor**

Chris Meyers  
editor@mgvr.org  
55 Belden Road  
Burlington, CT 06013

**Secretary-Treasurer**

Larry Smith  
lrsmg@aol.com

**Public Relations**

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

**Technical Editor**

David Smith,  
Mgaracer49@gmail.com

**MGVR Yahoo Coordinator**

Steve Konsin  
stevekonsin@gmail.com

**Regalia**

Dan Leonard  
ddl@leonardpaper.com

**Online Editor**

Chris Kintner  
webmaster@mgvr.org

**MGVR**  
**1981 -**  
**- 2016**  
**35 Years !**

# MGVR "Official" Regalia

## Dan & Jane Leonard

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

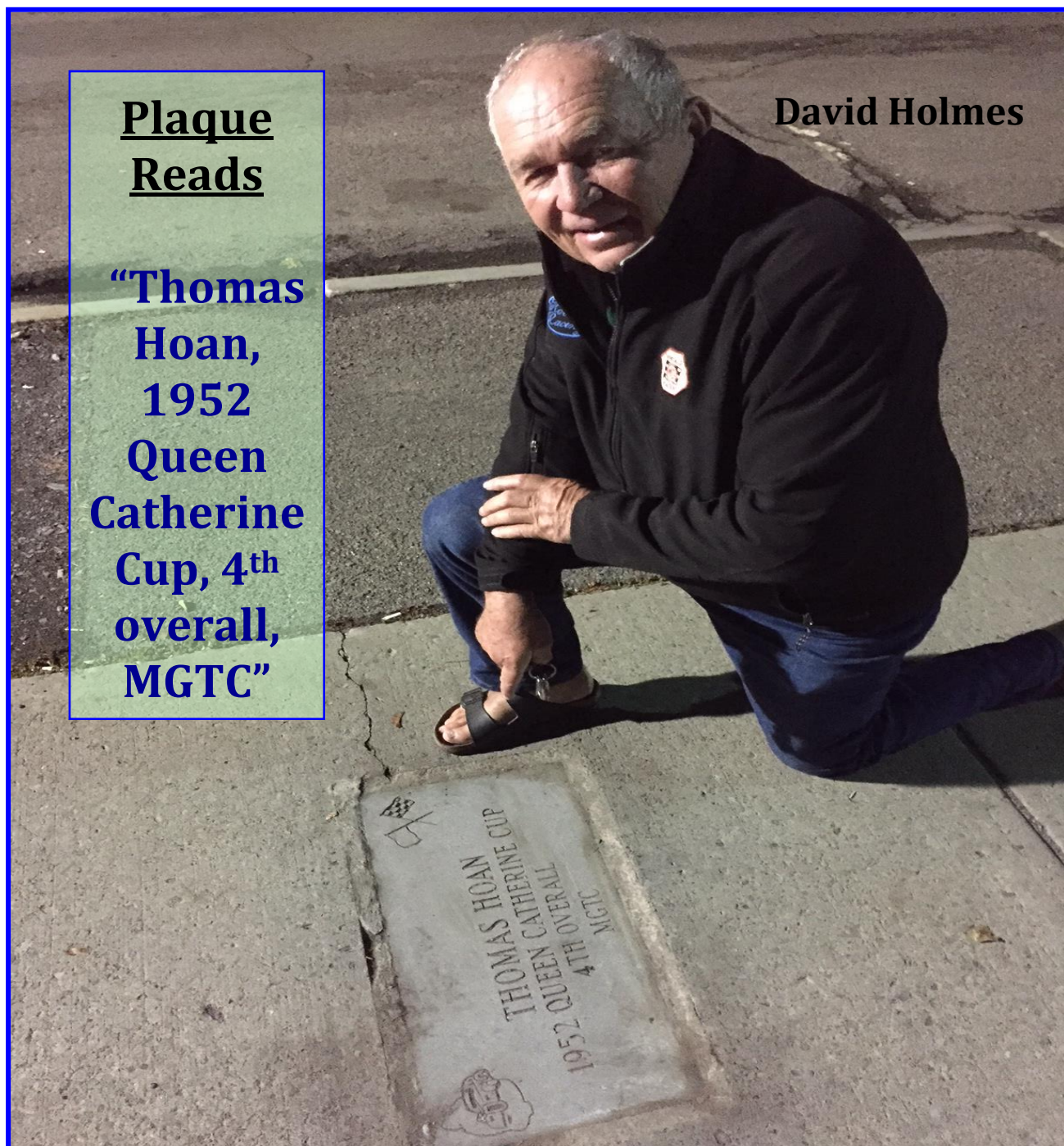
Outer Banks Polo, tan with dark accent stitched logo, sizes Small thru XL	\$30.00
Long Sleeve Blue Denim stitched logo, sizes Small thru XL <b>NEW LOWER PRICE</b>	\$25.00
Sweatshirt, Gray Heavy Weight (perfect for Mosport) stitched logo, sizes Small thru XXL <b>NEW LOWER PRICE</b>	\$20.00
Gray T-Shirt, MG collage; sizes Small thru XL	\$12.00
Tan hat, embroidered logo, one size fits all	\$10.00
Ladies Pink Hat with embroidered logo	\$10.00
Ladies White Polo	\$25.00
MGVR Bumper Sticker	\$3.00
Embroidered Patch	\$4.00
<b><i>New Item</i></b> MGVR Trailer Stickers Octagon 11-1/4"	<b>\$10.00*</b>
Small MGVR stickers Octagon 7-3/4"	<b>\$2.50*</b>
<b>*NEW LOWER PRICE FOR 2016!</b>	
<b>MGVR Challenge Coin</b> 'don't leave home without it'	\$10.00
Twill Button Down Shirt, Blue, or Putty	\$32.00
Black Performance Jacket	



**Plaque  
Reads**

**“Thomas  
Hoan,  
1952  
Queen  
Catherine  
Cup, 4<sup>th</sup>  
overall,  
MGTC”**

**David Holmes**



MG Vintage Racer **David Holmes**, current owner of the ex-**Tommy Hoan** MGTC, discovered Tommy’s commemorative stone marker on Franklin Street in Watkins Glen. **Tommy Hoan** was known for his grit and determination when piloting against (*and often besting*) superior machinery. Watkins Glen was one of Tommy’s favorite venues in the early 1950’s

## MG VINTAGE RACERS' NEWSLETTER

**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. 2006 marked our first ALL MG FOCUS EVENT at Hallett, Oklahoma. In 2008 we joined our West coast MG friends at Laguna Seca for our first West Coast Focus Event, followed by our second West coast Focus event at Infineon in 2011! 2014's Focus Event at Watkins Glen marked the 60th Collier Brothers Memorial Trophy race! Our 2016 Focus Event at Waterford Hills marked 20 years of MGVR Focus Events-our first event was at Waterford Hills in 1996. Also in 2016 we celebrated our third West Coast Focus Event and second event at Infineon Raceway with CSRG! In 2017 we once again joined VRG at New Jersey Motorsports Park's Lightning Course for MGVR fun and racing. For 2018 we look forward to sharing track time with our Canadian friends VARAC's Vintage Grand Prix at Canadian Tire Motorsports Park!

**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 annually to maintain the mailing list. Currently, there are approximately 270 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 our Regalia Page elsewhere in this issue.

**WEB SITE:** [www.mgvr.org](http://www.mgvr.org) Chris Kintner is our Web Editor and maintains the site, usually using articles from the newsletter and contributions from members. 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 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 email messages conveniently. 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 250+ 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. Your MGVR Editor uses our elist to communicate with fellow MG vintage racers. If you have any problems joining or using the e-list, contact Steve Konsin at [stevekonsin@gmail.com](mailto:stevekonsin@gmail.com).



# MG Vintage Racers



**The Past Racing  
Into The Future**