



NEWSLETTER

Vol 39 #3 March 2021



Hooray, Racing is Back with
NO SOCIAL DISTANCING

From The Editor:

MY APOLOGIES FOR THE MARCH ISSUE BEING LATE

I was racing most of the month at Charlotte, NC, Road Atlanta and VIR. Regardless, I took the job of the newsletter and simply did not make the best use of my time.

We still need your letters, what you have for sale and most importantly – your stories. This newsletter is about and for you and all our MGVR brother and sisters. Let me hear from you.

In This Issue

A retrospective of a legendary MGVR rascal named Bill Parish.
Memories from Bob Coleman.

The second part from founder Greg Prehodka on the top 10 MGVR races he can recall. And those of you who know Greg, also know he has seen it all.

Items For Sale. Manley Ford is back with some intake manifolds, Jim Juhas has custom MGA racing wheels for sale.

A message from the British Sports Car Hall of Fame introducing their location and mission.

Coming later this month – photos and stories from the recent MGVR focus race at VIR.

Thanks for the Memories – Part II

In the last MGVR newsletter, Greg Prehodka's article on his "MG Memories" since 1967 (Part I) was run. Now here is the rest of his story - "Part II" - completing his story. Over 35 years of MG racing! Enjoy!

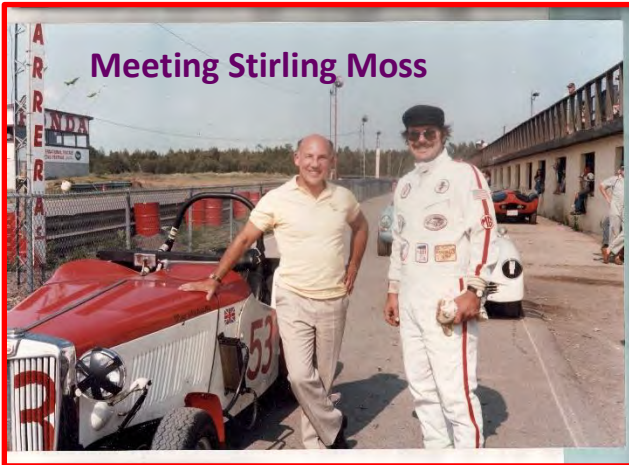
MG Vintage Racers' Newsletter (MGVR) Is Founded, 1981

I had been vintage racing my MG since 1977 at a number of different places, with several different racing organizations, and had the country. So I surveyed all just for us MG vintage racers, positive! So I founded the 1981 with 40 MG racers and years and with time it grew to encouraged race organizers to took over the reins in 1995, then Chris Meyers in 2005, and Dave Nicholas in 2019. It made a difference in many ways for MG racers and event organizers for almost 40 years!



We were scattered about who I could contact about creating a newsletter so as to stay in touch. The response was very "MG Vintage Racers Newsletter" in December served as its editor until 1995. It bonded us for over 200 subscribers who raced MGs. It also include MG races in their events. Mark Palmer

VARAC Vintage Festival, Shannonville, Ontario, Canada, 1982



Meeting Stirling Moss

The Vintage Automobile Racing Association of Canada (VARAC) had been holding annual vintage races at the Shannonville, Ontario track. A short flat one mile track, where spectators could see the whole track from the grandstands. For 1982 their invited guest of honor was famous racer **Stirling Moss**. I met him and got of photo of him with me and my TD! I wrote a letter to him after the races, and received back a letter from him in which he described the first MG he ever drove. It was a 1940 MG-TB coupe that he used for some "very important dates"! Hummmm?

Bryar, N.H Vintage Races, 1983

This was a shared race weekend between the VSCCA and the New England MG 'T' Register. I was a member of both organizations and could race with both. But what I did because of this opportunity was to share racing my MG with 3 of my friends, by letting them have a stint behind the wheel of ol'53 in different classes. I raced the scratch race, Jim Finne raced novice race, Roy Jacobson raced the handicap race, and Mary Jacobson raced the Ladies Race. Talk about sharing your **MG FUN !**



Roy, me, Mary, Jim

Bahamas Vintage Grand Prix, 1984



Ah – what can be better than racing and partying in Freeport in the Bahamas in December, when its snowing back home! An independent event run by Bill Lutwack. Cars and rigs went via cruise ship from Port of Miami, Fl., to Freeport. This week long event had racing on public streets and parties every night! As we drove off the ship at Freeport when arriving, we were greeted by a steel band playing and complimentary ***Bahama-Mama*** drinks! I know – that’s tough stuff to take in December! ***“California Coolers”*** had just hit the market place and were a sponsor of the event.

There were barrels of free coolers for us to drink every night at parties or on the beach! Then Bill tried to repeat this event for 1985. I mailed in my entry fee. Then he absconded with everyone’s money, the event did not happen, and no one knows what ever happened to him or our money!

SVRA’s MG “Collier Cup” 1985

In 1985 SVRA, with the support of Miles Collier Jr. and me representing MGVR, formulated the ***“Collier Cup race for vintage MGs”***. I influenced them to award the Collier Cup to a MG racer in the race, who best represented the spirit of MG and vintage racing, as determined by their peers in the race. It was not to go to the race winner. I was most fortunate to have one of the eight MGs in this inaugural race – and I raced in it a number of following years, being co-awarded the Collier Cup in 1994. Two other significant years for this event were 1994 when SVRA was considering possibly dropping it, and with special efforts of Joe Tierno and MGVR, 60 MG’s showed up to compete.

A record at the time! And then for 2004, which celebrated the 50th anniversary of the ***Collier Brothers Memorial Trophy*** (an SCCA event), a committee of four MGVR members (*Mark Palmer, Bill Hollingsworth, Dick Powers, myself*) worked for a year and a half to make it an outstanding success! ***And was it!*** A record breaking ***134 MG’s*** showed up to race!! A record, which may never be broken! NAMGAR and The NEMG’T’ Register also designated it as their special event gathering too.



One Lap of Great Britain, 1990 Although not a race, this was a dream come true for many. Organized by the New England MG 'T' Register, its logistics were staggering! How do you get 89 MG's, their drivers and navigators, from North America, to England for a three week rally/tour, and then return! Travel, lodging, meals, shipping, documents, insurance, support, routs, visits, etc. Bless those who undertook this mammoth challenging adventure! The MG Car Club in England was also most helpful. I converted my TD vintage racer back to a street MG for it. Cars were loaded on a ship and went from Newark, NJ to Liverpool England. Entrants flew over on British Air and picked up our MGs at the docks there. Driving on the other side of the road was challenging! Gasoline (*petrol*) was expensive there! For part of it, we went to Abingdon and shared in the MG **Abingdon Works Center Diamond Jubilee**



Prescott Hillclimb start line

international celebration. And for one leg of our journey - *those who wanted to* - went to the Bugatti Club's **Prescott hillclimb** course to have a go at the hill. Nothing compared to the big hill-climbs here in the states, - but it was fun. I managed to get the fastest time of day (FTD) up the hill with my TD. This tour also let us realize what MG's were designed for. Not interstate US highways, but for lovely winding country roads! Their Donington national auto museum was amazing, and on another day we got to drive a bit on parts of the old Brooklands race track.

All MG Race Weekend at Hallett, Oklahoma, 2006

A MG racer's dream. It finally happened! MGVR worked with the Hallett, Oklahoma race track (*a private race track*) to stage an **all MG race weekend** in the middle of the country! It was just one MG race after another - all weekend long! Al Moss even joined us there. MG racers came from all over the US and Canada for it. No-one complained about not having enough track time! We partied when the racing ended for the day!



Put-In-Bay, 2013

A unique vintage race event out on an island on Lake Erie (.67 sq.miles). I describe it as something like the Jersey Shore on fresh water! ***It is a party island!*** And you can only get there by ferry from the main land. The racing was run on the islands airport runways, but we also did police escorted tours on the islands roads, which the original races were run on back in the 50's. My daughter Rachel had started racing my TD in 2007, but this was the first event where we both got to race my MG at the same event! She raced it in one race class and me in another. We had to quickly adjust the seat belts between driver changes. And except for her kissing a hay bale with the MG once, it was a wonderful sharing and bonding weekend with my daughter!



And NOW!

So these memories give me comfort as I age and reflect back on them. I've hung up my nomex (actually it and my TD are for sale. "XXL") It has been a wonderful life's journey with MGs, friends, family, food, cars, travel, stories and more! Plus I still have my 1971 MGB for driving and events!

Am I glad I did it -you bet ya!

I hope you have many MG memories of your own! Please share some of them with your MG buddies through the MGVR newsletter, during this drought of car and race events. ***We'd like to read your stories!***

Safety Fast Always!

Greg Prehodka

January 1, 2021

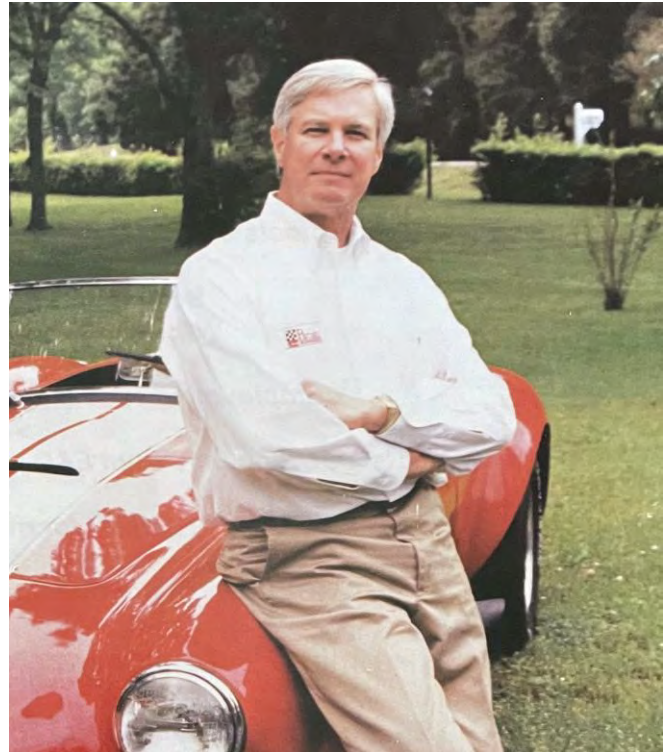
MGracer53@aol.com



BILL PARISH – THE ORIGINAL ZAPATA

Bill Parish, the originator of Zapata Racing, could be described as one of the most unforgettable characters you'd ever meet. But he was a true friend and had a heart as big as all outdoors - and he loved practical jokes. One such joke or story from our early race days goes like this.

One day, he called me, and said he'd found something that would make a great trick to play on Bruce (I've forgotten his last name), who was SVRA's Chief of Tech at the time. He (Bill) had found a couple of hoses, about the diameter of a big radiator hose, and approx. 6 or 7" long. Oddly, each one had a valve of some kind in one end, with a "spinner to open and close the valve. They slipped, easily, over the end of our TD tailpipes. These became Parish's secret prank. So, off we went - to Sebring, I think.



Now, this prank was kept well hidden, but a story was circulated that Parish & Coleman had found an ancient, European fitting of some type that would add considerable power and increased RPMs to their cars. Bruce was a great guy, but a stickler for safety and car preparation. Tech Day arrived, and Parish's green TD and Coleman's yellow TD both had the aforementioned accessory affixed to the car's tailpipes. Bruce arrived with clipboard in hand, and started in front of the cars, working his way to the rear. Then, he saw THEM. By then, a crowd had gathered to see these mysterious power producers. This ending was kinda mild, because Bruce was terrific, and had a sense of humor. He only asked one question: Ok, I give up, what are they? To which Parish simply replied: Why, Bruce, they are Exhaust Bleeder Valves. Thus, the legend of the Zapata bleeder valves was born. I know everybody longs for the good, old days, but we REALLY had fun then, and Ford Heacock, his staff and SVRA were just marvelous.

The SVRA staff had somewhat recovered from the Bleeder Valve episode from Bill Parish, and the beer run Tony Roth was going to make on the track, when another idea struck Parish. By now, he'd quit driving his # 37 TD, and had constructed "Ole Blue," a two-tone blue 1947 TC. It was faster, but a demon to drive. Burt Levy described it best when he wrote about his experience in driving it. I'll never forget his cogent description, and it was perfect. He said you didn't so much turn the TC,

as "skip" it through a corner. By the way Carl George has the body from this car in his Vintage Classic Garage emporium (But that's another story).

Taking the idea from the big block guys and other racing machines, Parish decided that the TC could use a spoiler or "wing." Being a Nashville native, Bill knew about everybody, and had a friend in just about any automotive establishment and/or other business. I don't recall where he got it made, but he got somebody to fabricate a "wing." It was very light, probably alloy of some type. Where would you mount such an article on a TC - on the roll bar, of course. Now, all his friends told him DON'T DO IT! But he did it anyway. He tried it a few times around his house, and it always came loose and fell off. He was not deterred in the least.



Fast forward to the track, and I cannot recall which one. Again, maybe Sebring. He



L to R: Bill, Mike Patterson, Bob Coleman, Carl George

kept it hidden, until ready to go out for practice. Then, he mounted this thing with c-clamps on the roll bar. To say it was unstable would be one of the major understatements ever uttered. He got as far as the pits, and by then one end had come loose, and he was attempting to attach it. I don't recall the Tech Chief, maybe Joe Pendergast, but they nailed him. Bill could usually talk his way through hell because his philosophy was, if you had to go through there, just keep on going. It didn't work.

They sent him packing back to the paddock and made him take this rectangle-like kite off, never to be seen at another SVRA event. I have no idea where it wound up. It was very nicely, painted, though, with the Zapata logo and a wire wheel picture on it. There will never be another like him. He was our friend, we loved him, and miss him !

MORE BILL PARISH

William T. Parish, III (Bill) was known for a lot of things but, unless you traveled with him on the long days drive to places like Sebring, you didn't get a first hand experience of one particular trait - his prodigious SNORING. Two such episodes come to mind, the first being when Carl George and I accompanied him to Robeling Road in Savannah. While not the distance to Sebring, it had been a hard, grueling day, nevertheless. After getting a motel, we gathered as we usually did to go to dinner, and any and all other drivers were invited. We gathered in the motel parking lot. First, we were greeted with two, thunderous sounds, the likes of which most had never been subjected to. There was an Air Force base nearby, a mammoth C 5A cargo plane was landing, the motel was right under the glide path, and you could count the rivets on the underside of this thing, it was so low. I'd been in the Air Force, so I know what these jet engines sounded like, up close and personal. It was scary. Parish had gone to bed and opted not to go to dinner. Surely, this big bird nearly on top of the motel roof would have awakened him, but it didn't. Then, as we proceeded to leave, another frightening sound startled us. It was Bill's snoring. He was in the room, with his door shut, and we were on the ground below. People nearby heard it, too. Nobody could believe any human could make that kind of noise with his snoring.



I'm selling 2 sets of 5 each steel wheels manufactured by Diamond Racing Wheels. As I understand it, MGA racer Henry Moore commissioned the production of these some years ago as a safer alternative to stock MGA bolt-on wheels. They measure 15" x 4" to perfectly match the original configuration. One set is black, the other is silver. One of the silver wheels has a minor dent in the edge of the rim that does not affect the bead surface nor runout. I'm asking \$300 for each set. They are located in Bethlehem, Connecticut. I'll be attending the VSCCA events at Lime Rock and Thompson and can deliver them there if desired.



Jim Juhas
203-578-0958 james.f.juhas@snet.net

BOB O'MEARA HAS TWO OF HIS CARS STILL FOR SALE

1952 MG Cisitalia Special, originally built by Mickey Thompson and Bill Burke in CA, then stored in a barn for 60 years!



This car is equipped with a TF 1500 engine with Laystall Aluminum Head, extractor exhaust, standard trans, 5 rollbars, Fuel cell, meets all Vintage Racing Specs.

Special items, removable AH 100M windshield, Derrington Racing Screens, Set of NOS (yes, really!) Borrani 60 spoke wire wheels (never been on a car before), MGA seats and Recaro racing seat, 10k tach, etc.

This is an amazing piece of Automotive History (just oozing provenance), and a very well sorted race car. More info and pics on request, \$145,000 in perfect condition, raced for 4 years and not a scratch!

1976 PORSCHE 911S sunroof coupe, 145K+- miles



Engine rebuilt about 8K mi ago, 2.7 L, 5 speed, fuel injection, repainted dark brown, tan interior, sport plaid seats, tan carpets and dash, interior is all original, instruments and mechanicals are great, car has been meticulously maintained and cared for all its life (Arizona car). No rust underneath, this is a fantastic driving car with a great sounding sport muffler. It puts a smile on my face every time I turn the key. \$45K

Health forces sale, Bob O'Meara, mgtdva@gmail.com 508-943-1447

I have some intake manifolds for sale from the John Targett. Contact Manley Ford (manley776@yahoo.com or 734 502 2435) if interested.

First off, two original early MGB intake manifolds. One MOWOG 12H-708 for '62-65 B and HS6 carbs and one MOWOG 12H-1398 intake manifold for later (up to '67?) B with its PCV valve ports neatly plugged. No reasonable offer refused for either.



MGA intake manifold for 45 DCOE Weber.
"TWM 0013." \$50 plus shipping

Mini intake manifold for 40 DCOE Weber "IRESA" brand.
\$50 plus shipping.
(if it fits a MINI...ought to fit some Spridgets?).



NOMINEES



Nominees for induction are selected from the following seven categories:

- Automobile Clubs and Associations
- Automotive Dealers and Distributors
- Aftermarket Suppliers, Parts Manufacturers, and the Service Industry
- Executives, Engineers, and Designers
- Journalists and Historians
- Competition and Racing
- Special Contributors and Pioneers

Nominations can be submitted through the Hall of Fame website. Selection of a nominee is based on the combined results of a popular vote and a deliberation process conducted by the Hall of Fame Selection Committee, which consists of a distinguished group of club representatives, media members, and historians.



SUPPORT



Beyond the plaques honoring the individual inductees and the various exhibits featuring significant automobiles and memorabilia on display, the Hall curates a comprehensive document and photographic archive with the aim of providing access to these resources to scholars, journalists, and enthusiasts to broaden awareness and understanding of British sports cars, their roots, development, and history, as well as their impact on society and popular culture.



COVENTRY FOUNDATION



The British Sports Car Hall of Fame is operated by the Coventry Foundation. Financial donations and contributions of historically significant documents, photos, memorabilia, etc., are welcome and greatly appreciated.

CoventryFoundation.org



Preserving the legacy of the men and women who made a significant and lasting impact on the British sports car industry and hobby.

BritishSportsCarHallofFame.org

MISSION



HONOREES



PATRONS



The British Sports Car Hall of Fame was established to preserve and perpetuate the legacy and impact of these legendary vehicles and to honor the men and women responsible for their success.

Induction into the Hall of Fame is reserved for those who have made a significant and lasting impact on the British sports car industry and hobby, making it a singular honor for a lifetime of achievement.



Honorees are inducted into the Hall of Fame every two years. Visit BritishSportsCarHallofFame.org to view the inductees and also to place your vote for selected nominees.



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Parting Shots

