



VOL 40 #2
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**Get Ready for
2023**



From The Editor :

It may be a bit premature, but everyone should be aware that 2023 represents 100 years of MG. Some might argue that The Beginnings were in later, but MGVR is claiming 2023.

I'd like to hear ideas on celebrations, events, special gatherings to honor that incredible place in time. Anywhere in the world and any time in 2023.

I have had talks with Skip Barber from Lime Rock Park and plans are ongoing to have MG as the featured marque at the 2023 Historics. But for LRP to commit, we need to show that the MG world supports having our marque featured at their event.

Those of you with pre-war or T types need to join the MGA's and MGB's to the extent we overwhelm the place. You don't have to race, we will have laps of honor for your special car. The plan is to have a separate paddock for MG's only and a place for show prepared cars and a judging class for MG's only. Remember Sunday at Lime Rock is the Concours at the Park.

This means you need to start planning now for Labor Day weekend in 2023. Please write me and let me know you can support the event.

From the



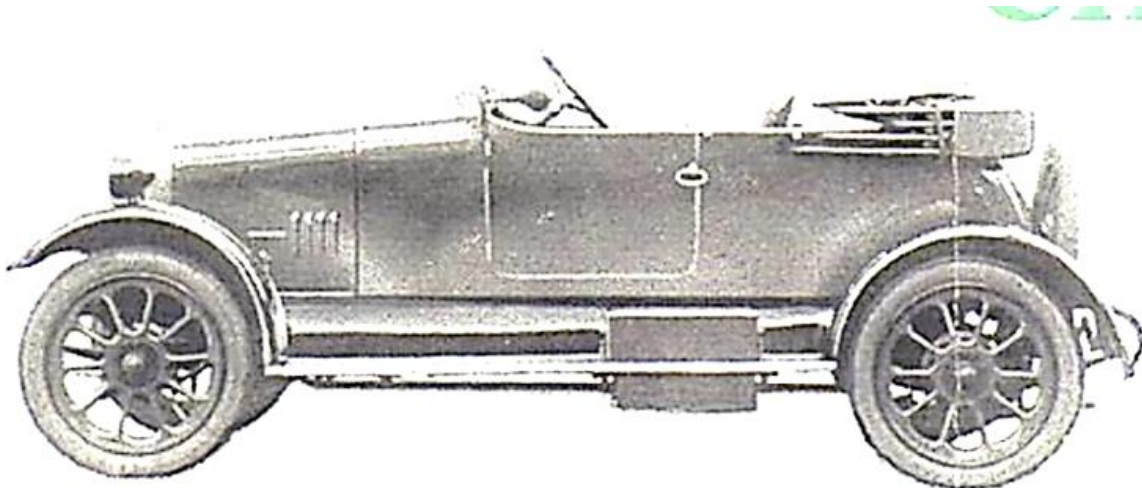
2023 – The 100th Anniversary of M.G. sports cars

The convention for the celebration of anniversaries is to start from the date when the event first occurred – and the first M.G. sports cars were produced in 1923, so this is the date from which all things M.G. truly began.

Over the years, due to misunderstandings, other dates such as 1924, 1925 and even 1928 have been erroneously adopted as the starting point of M.G. These errors are easily explained, as will be seen in the following information.

The very essence of the M.G. brand is a true sporting car which incorporates good looks, performance and reliability. One cannot ignore the fact that the Morris brand, from which M.G. products sprang, were noted more for reliability than for sporting prowess.

It was only after Cecil Kimber joined the staff at The Morris Garages, Oxford in 1921, that his enthusiasm for motor sport eventually led him to develop 'hotted up' Morris cars. The Morris Garages produced a few Morris cars with bespoke coachwork, (mainly up-market saloons), and then in 1922 began to sell Morris Cowleys with coachwork that they named the "Chummy Body".

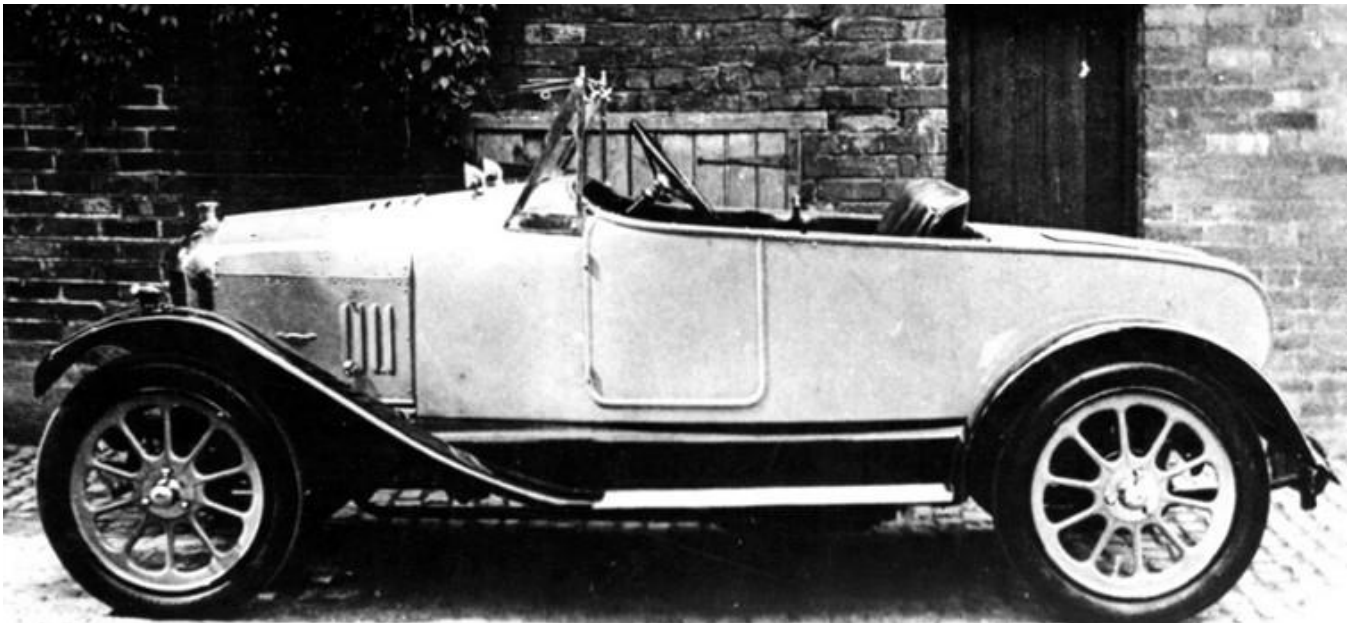


Morris Garages Chummies featured a small 4-seater body, wherein all passengers enjoyed the protection of the hood. Over 100 of these cars were sold. These cars were never marketed as M.G.s and had no sporting pretensions. However, Kimber modified his own Chummy and in March 1923 won a gold award with the car in the London to Land's End Trial.

Kimber's success in this event led to William Morris sanctioning an order for six sporting 2-seaters to be produced – and these were to be the very first M.G. sports cars.

The coachwork for these six 2-seater sports cars was made by the Oxford firm, Charles Raworth & Sons. Kimber's design incorporated various improvements in handling and performance which enabled the car to do 60mph on the flat!

The styling of the cars included several features which were to be iconic on M.G.s for several years – rakish swept wings, a sloping windscreen with triangulated end frames and 'marine style' air ventilators on the scuttle.



Adverts for these M.G.s first appeared in December 1923, in which the model was named 'The M.G. Super Sports Morris' – featuring the MG Octagon, as shown.

These first M.G.s were available to customers earlier in 1923, and the first recorded sale was in August 1923.

The M.G. Octagon – a history in itself!

The M.G. octagon first appeared in an advert in The Oxford Times of March 2nd 1923 and was subsequently used in virtually every M.G. advert thereafter.

The octagon logo is understood to have been designed by Ted Lee, Cost Accountant at The Morris Garages. The two-letter acronym soon became M.G.'s logo.

The M.G. Car Company was formed in March 1928 and yet, almost unbelievably, the M.G. octagon had never been registered as a trademark! The first application for the image as a trademark was made a month later in April 1928.

Even then, the 'date of claimed first use' was erroneous. The date given on the application was 1st May 1924, (probably taken from the earliest advert to hand), whereas the octagon was first used in March 1923.

These errors are responsible for some folk to think that M.G. started in 1924, or even in 1928, when the trademark was claimed.

Further confusion over the 1975 Jubilee MGBs

When in 1975, under British Leyland management, M.G. was desperate to shift stocks of MGB GTs, a model named 'Jubilee' was introduced. The management team thought that the production of M.G.s began in 1925 – so 1975 was the 50th anniversary. Sadly, they were two years too late, but the error convinced the uninitiated to believe that 1925 was the start date of the marque.



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MGVR “Official” Regalia **Dan & Jane Leonard**

Email: ddl@leonardpaper.com telephone 410-343-0365

Outer Banks Polo, tan with dark accent stitched logo, sizes Small thru XL	\$30.00
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<u>New Item</u> MGVR Trailer Stickers Octagon 11-1/4”	\$10.00*
Small MGVR stickers Octagon 5 1/2”	\$2.50*
<i>MGVR Challenge Coin</i> ‘don’t leave home without it’	\$10.00
Twill Button Down Shirt, Blue, or Putty	\$32.00

This month we revisit an interview carried out by Wilson McComb with Phil Hill in 1960.

Born in 1927 in Miami, Florida, but a Californian by upbringing, Phil Hill needs no introduction as one of the finest racing drivers. As a member of the works Ferrari team, he had come to race at Silverstone, and in preference to a hotel had chosen to stay at the home of an English friend near Abingdon. It was there that Safety Fast! interviewed him, in a pleasant, whitewashed cottage with a low ceiling, age-darkened oak beams and polished copper pans gleaming in the light from the small, leaded windows. Never really still, the mercurial Hill nevertheless seemed at ease in these surroundings, apart from an occasional darting movement from one chair to another and the incessant nibbling of biscuits (it was one of his many non-smoking periods). We put the tape recorder on the floor, switched on, and started asking questions:



The first car you drove was your aunt's Oldsmobile, when you were nine?
It wasn't my aunt, it was a friend of the family... Hey, don't put Oldsmobile – she wouldn't have had an Oldsmobile.

Anyway, that was your first drive. When you were 12 you bought a Model T for \$10.00?

Right. A friend had 12 acres of land down at Santa Monica Canyon, where I live. He also had a horse track, a four-mile horse track. He had a Model A and I had the Model T, and we used to charge around there.

Do you reckon that taught you anything?

I suppose so. That Model T would bicycle at the drop of a hat – they were dam' dangerous.

You left the University of Southern California and became a mechanic in a Los Angeles garage. Full time?

About three years before that I became a part-time mechanic in the Packard garage in Santa Monica – I was working after school, and during summer, and that sort of thing.

You tried midget racing, and you just didn't like it?

It wasn't quite that way – I was very fond of midget racing, just for the identity of motor racing (it was my first experience of motor racing). I did have the opportunity to drive, but didn't consider myself a driver as far as racing was concerned. Three or four times, I guess, I drove. I showed great promise, but to tell you the truth, it frightened me to death.

Then you bought a 'TC' MG?

I did, but I didn't do anything with it. I drove the 'TC' to the midget races. I was working for the fellow who had the two midget race cars, seven days a week – going to races seven days a week, except that about every fortnight we had to overhaul the things, a complete overhaul in one day.

Why did you chose an MG?

About that time it was the only thing that had any real attraction. It was the only different kind of automobile that was available.

What kind of impression did it make when you first drove the MG?

A terrific impression! This was something completely new to me. I had always been fond of old cars, particularly the veterans; we had a 1931 Pierce in my family – I always liked driving that thing because it had good manners – and, believe it or not, the MG was very much that way. It didn't have independent suspension, and it didn't have any of the vices associated with bad independent suspension – but much, much more – you know, it had performance in the handling department as well as sheer acceleration.



What kind of impression did it make when you first drove the MG?

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For how long were you content with its standard performance?

Not very long – but that doesn't reflect on the standard performance; it was just a matter of wanting to make it better if it were possible without doing anything bad to it – I mean, I wouldn't have thought of putting an American production car engine in it, like some people did.

Did you race it in standard form?

Just rallies and things, and timed trials on closed circuits. The first event I was in, the timed thing, was at Palos Verdes, California (it means Green Hills in Spanish).

Then you started tuning it?

Yeah. I actually had two 'TC's. I got one in November '47 and then in about two or three months I got this Nordec supercharger for it and had a good deal of difficulty with it.

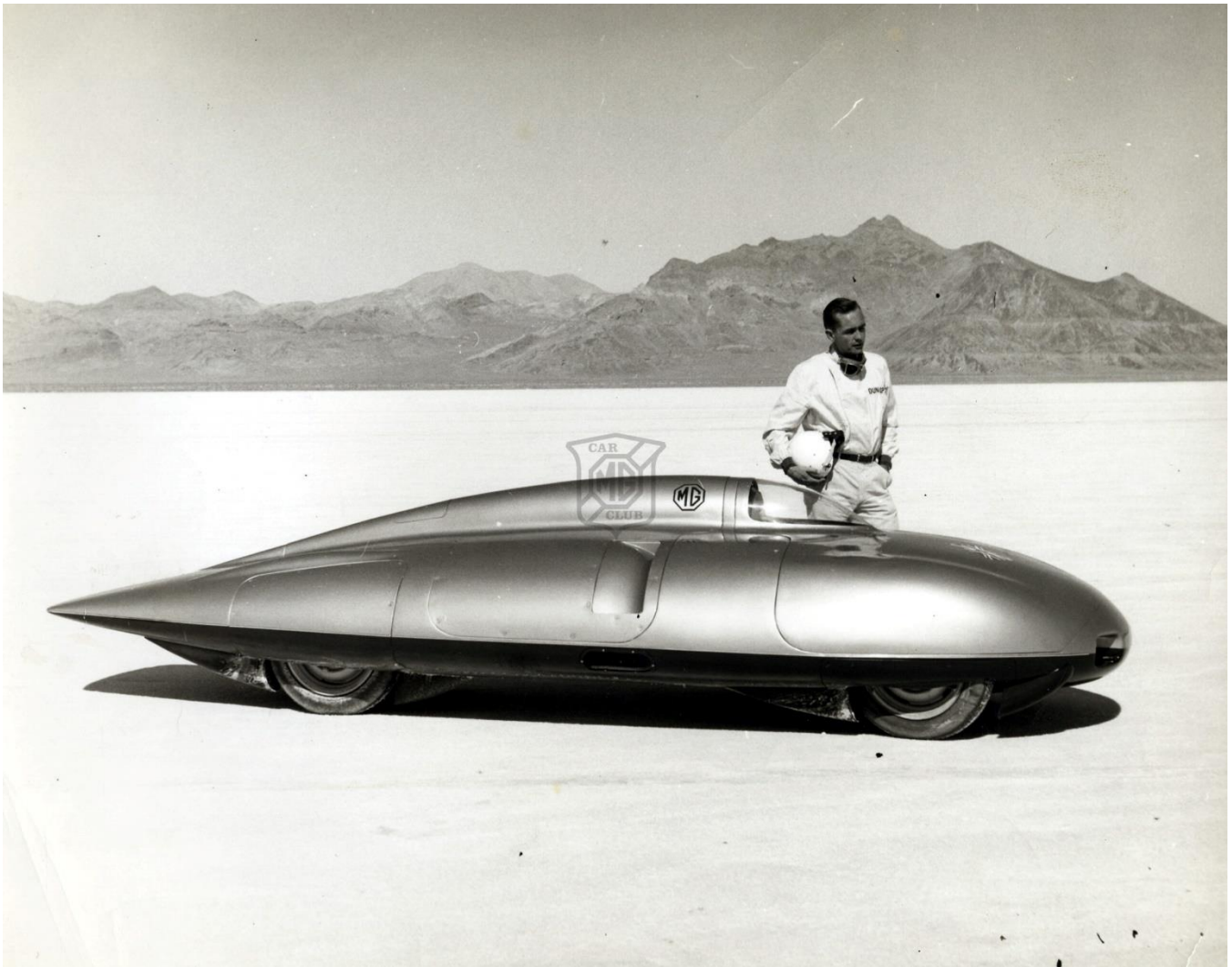
You didn't do any porting or cleaning up the head before putting the blower on?

Some.

Did you know about Stage tuning?

No, I guess there were no publications on Stage tuning then. The first MG I think I had only about four or five months, then I got another one exactly the same, black with red leather. On the second one I got a Shorrock supercharger, and that one we did a heck of a lot of messing around with.

I lowered the compression ratio and changed the combustion chamber shape a little. We put in larger inlet valves and left the standard exhaust valves, and used heavy springs all the way through. We ported out the inlet side of the supercharger and cast up another neck for it and put on an H.6 the first of the four-cornered S.U. carburettors, you'll have to check the figures- it's been a long time.



Did you do anything to the chassis?

I think we re-valved the shock absorbers a little bit – we did very little messing with it, actually. But the engine was fabulous on that MG. Really, the only thing bad you could say about it was it was a little difficult to find a plug that would take the range of the engine, because the compression ratio was down around 5.5:1 and the fuel consumption was terrible, but it was as smooth as glass, with no roughness or proneness to detonating. You could run it on regular gasoline, rather than benzole mixture, and it really put out under full-throttle conditions.

When was this?

In '49 – or was it? I'm getting mixed up with these years. I had that second blown MG quite a while, and we didn't do all the stuff all at once – we had the Shorrock

supercharger on it first without doing the stuff, but ultimately all these things were done to it.

A friend and I had some trick stuff we did for this 1/4-mile racing – terrible things, really. We found we got a more uniform sort of grip with tyres that were all but worn out, and so we'd buy customers' tyres that were just about worn out and make some kind of arrangement to have them recapped for them, and that worked out beautifully.

Another thing we were doing was using beefed-up left front springs to keep the right rear wheel down, because they were clockwise circuits. But we had to make sure we didn't let the car sit for long that way, because it would take a permanent set – we had to keep it jacked up all the time off its wheels, and just before putting it on the grid, we'd let it down.

Any trouble keeping the head on?

There wasn't really, because the b.m.e.p. was so low except under full-throttle operation. We had this great big copper spacer – I think it was 1/8in thick, a big, thick copper spacer; every time we took it off it had to be re-annealed.

And that car gave you your first real race?

Yeah, at Carrell Speedway, Los Angeles – a 1/4-mile paved track. We were racing professionally – gosh, I made a lot of money with that thing. I think I made around \$500 the first time I ran. I won every race – I got the fastest qualifying time, won the Trophy dash, won the main event and also won one of the heats.

About this time you joined International Motors?

I joined International Motors the first minute I got the first MG – well, I got the MG in November '47 and within a month I was working for them. I went to work for them mainly so I could buy the supercharger at their cost!

How many races did you do with the 'TC'?

Oh, a dozen, anyhow, I'm sure – maybe more. Of course, we didn't have an awful lot of races in those days, it was in its infancy – we were just barely getting started.

A good deal of success?

Terrifically successful – in fact, it was considered about the hottest thing around at the time.

Make you feel good?

Yeah. Not as good as it should have, though, because I needed to think that I was developing as a driver, and the car was actually deserving – and getting – most of the credit.

You felt on top of it, though, didn't you? ... Did you ever feel it was ahead of you?

Oh, no, I never felt it was ahead of me, but still...

Did you feel that someone else would have made more of it?

No, I never would have admitted that, either, but at the same time I wasn't sure it was me and not the car.

And you never drove another one, so you weren't able to find out?

Well, let's put it this way: I knew that the car was about the best MG around, so...

Did you have any thought of turning professional?

Well, we were already automatically professionals. I think we had three races at Carrell Speedway and the crowd fell off pretty badly at the third one – they came for the novelty at first. Not enough people were making enough money, and a lot of the sports car types were not willing to put their MGs (most of them were MGs, that's mostly what we had) – well, it got a little stale for them in a couple of weeks, especially those who weren't being very successful. We had trouble fielding enough cars.

FURTHER PROOF 2023 IS 100 YEARS

The MORRIS GARAGES MARQUE of CARS (MG): CENTENARY

For many years across the MG community 1924 has been taken to be the year when the first MG cars were made and sold. Some have put the case for recognition in later years – 1925/6/7 – and have given reasons for doing so. In the main though, 1924 has been the accepted year and has been the basis of past anniversaries which have been celebrated by both MG clubs, and the various parent manufacturers of MGs.

The 1924 date has been based upon the modified 'Bullnose' Morris Oxford cars of 1924 which have been known as the 14/28s and accepted as the first 'MGs'. It has been known for a long time that a car prior to the 14/28 was commissioned by Cecil Kimber – founder of MG, and from early 1922 manager of the Morris Garage in Queen Street, Oxford. Kimber ordered six Morris Cowley chassis from the Morris works, had some modifications made to these chassis at the Alfred Lane workshop in Oxford, and ordered bodies from Raworth & Co. based in St. Aldates, Oxford. None of these six cars have survived, and nor – until 1998 – had details of the alterations made to these cars.

The MG community tended to be divided on the Raworths between those who felt the 14/28s and the 1924 date was the correct one, and those who believed that the Raworths should receive recognition as the first MGs – in concept, if not realization. The 14/28 school had the advantage of surviving cars which could be compared to the standard Morris versions and the modifications identified, along with the very different Kimber-inspired bodies. The 14/28 school were reluctant to acknowledge the significance of the Raworths because there was an absence of evidence that they were more than bespoke-bodied Morrises. The 1923 view was not helped by the fact that the Raworths were a commercial failure, unlike the 14/28s.

It has become apparent that this difference over the Raworths vs. the 14/28s can now be resolved due to the considerable efforts of *The Early MG Society* and in particular researches in the Oxford County and City archives by the late Robin Barraclough and by Phil Jennings. Of the twenty-one mechanical differences between the standard Morris Oxford chassis and those sold as Morris Garages Sports (14/28), there is general agreement that the significant differences were in the lowering of the rear springs and the alteration of the angle of the steering

column by relocating the steering box. In themselves these alterations do not appear very significant, but crucially it meant that the chassis sat lower, and the driver sat lower and further back. This in turn enabled the bodies to be different from anything currently available in the Morris Motors catalogue.

Research in the Oxford City and County archives, especially microfilm copies of newspapers and magazines – finally revealed some of the alterations which had been made to the Raworths prior to their bespoke bodies being manufactured. The crucial changes, which have allowed the 14/28s to be recognized so far as the ‘first’ MGs, were, it has been shown, made also to the Raworths a year earlier. The documentation supporting this had lain in the archives for nearly 75 years. The Raworths were overpriced, lacked sufficient distinction, and were a commercial failure, but they were Cecil Kimber’s first attempt – along with the support of his employer Sir William Morris – to create the first MG.

The current governing Board of the MG Car Club (UK) has made a careful and thorough examination of the evidence and arrived at the conclusion that the year 1923 can indeed be regarded and celebrated as the founding year of the MG marque. While the available evidence is not conclusive, the first Raworth MG was most likely registered on 1st June 1923 with the Oxford authority as FC5581. It is also recognized however that 1924 was the year when the first successful MG was manufactured – the 14/28. Without the success of Cecil Kimber’s second attempt at a sports car his employer, William Morris, would not have provided the £16,000 necessary to build the first bespoke MG factory in Oxford (Edmund Road) and ensured the future of the marque. It seems entirely appropriate therefore that the 14/28 and 1924 should also receive celebratory recognition. With these two aims in mind it has been decided that the centenary year should start in June 2023 and last until June 2024. In this way Cecil Kimber’s vision as well as his successful realization of the MG are both recognized.

Peter Cook
MG Car Club U.K.
Overseas Director
11/12/2017

This summary is a brief overview of a far more detailed paper. Anyone who would like to read the full paper should contact me: –
petercookdr@btinternet.com.

IF YOU HAVEN'T HAD YOUR MG ON THE TRACK FOR A WHILE, AND WANT TO MAKE LIME ROCK FOR 2023, GREG PREHODKA'S ARTICLE WILL REMIND YOU WHAT IS NECESSARY. NOW GET OFF THE SOFA AND START PREPARING.

Learning The "Hard Way"

You should learn from your mistakes and problems - but it's even better to learn from the mistakes and problems of others! So here are some of mine for you to learn from!

Greg Prehodka

I starting vintage racing my MGTD in 1977, and then raced it for some 45 years (*as well as my daughter Rachel racing it*). I made a number of modifications to it over those years, and had a number of failures along the way. Below are some of them that I'd like to tell you about, both because it may be of interest to you, and possibly help you in preventing such failures on your racecar. Vintage racing and car preparation have been rewarding and learning experiences for me, that I've most enjoyed along with my MG buddies!

Engine/Clutch:

1. A connecting rod bolt broke, resulting in the con-rod poking a hole through the side of the engine block! This happened at Lime Rock in West Bend on a cool down lap. Corner workers later presented me with the chunk of cast iron they found on the track - which came out of my engine. The rod bolts were used bolts. Hummmm? Should have used new bolts??
2. New is NOT always better! I put new oil pump gears in my re-built XPAG engine. Then while I had the engine stationary and running in, they seized up and shut the engine down! I threw them away and put the old oil pump gears back in and they worked just fine.
3. Racing with the VSCCA in a supporting race at a CART race in the Meadowlands in New Jersey, my flywheel broke off the end of the crankshaft,



shearing all four bolts which held them together. I would later modify them to have six bolts holding them together.

4. **Engine Side Brace Failure:** The TD's engine front is supported by a bottom rubber mount under the front crank pulley, and there is an engine side brace connecting the chassis to the engine's water pump mount. This brace broke into two pieces, thus allowing the engine to flop side to side! So I got another side brace, had it reinforced and installed it. Problem solved.



5. I raced at the VSCCA Mount Equinox Hillclimb a number of years. For my TD, the most frustrating part of racing up that 5.2 mile long hill was the uphill incline approach to the "saddle". I'd wind out 3rd gear and shift to 4th, but then I'd slow down, and shift back into 3rd gear - and Kept repeating this! So I pushed it too much in 3rd gear over 7,000 rpm - and broke piston rings. One piston ring came out in 13 pieces!

6. Racing at Virginia International Raceway, my engine dropped a valve which tried to made its way out through the piston to the sump. Aggggh!

7. Racing at Road Atlanta in the "MG Safety Fast" races in the early 80's, I had a valve spring top retainer piece break into two pieces. That's that large washer like part on top of the valve spring. No damage done – just had to replace it. I don't understand why it failed?



8. At the end of the rocker arm shaft in the head, there is this funny clip that snaps on in the groove there. Then one day I found it in the engine's oil sump in two pieces. So I replaced it with a modern "E-clip" of much better quality.

9. While my daughter Rachel was racing my MG at Waterford Hills, Mi., she came in from a practice session and told me something was wrong with the MG's clutch. Inspection found that the rear of the engine block casting – about one inch from where it bolts up to the bell housing – had developed a crack in its casting. So for the rest of the weekend, we went over to the nearby Henry Ford Museum – an amazing automotive place if you've never been there!

10. In 1977 I bought a "re-ground" cam to use in my MGTD's engine. I think it was ground to the MG's factory's AEG-122 specks (sort of like a 3/4 race cam). It had been welded up and then re-ground. After racing with that cam, when I later inspected it, the spray weld that was welded onto the cam lobes was flaking off! I immediately replaced it with a non-welded cam.

11. I wanted more power (*you never seem to have enough!*), so I had a XPAG 1250cc engine block bored and sleeved up to 1500cc. On it's first outing at the

Mt. Equinox Hillclimb the block cracked between two of the cylinders. Money lost in search of power!

- 12. This is more of an improvement to “prevent a failure”. On the rocker arm faces, where they contacted the valves, they were developing small cracks. So I had the rocker arm faces ground down somewhat, hard-faced, and re-radiused. End of potential problem.**

Suspension and Steering:

- 1. Racing at Road Atlanta, on a cool Sunday morning with dew on the grass, I was making a pass on the outside of another MG in the back of the course in a right hand turn, when the driver’s side steering arm broke at its small diameter, as I went off course, sliding down on the wet grass, brakes locked up, with no steering control. My MG literally stopped one foot before impacting the guard rail - and I have a photo to prove it! Get your steering arms crack tested. Later on I also had my steering arms reinforced.**
- 2. When shifting gears, I felt some “twitching” in my MG’s attitude. After some checking I located the cause. The nuts on the “U-bolts” that hold the axle to the rear springs, had loosened up, and the axle was moving around when I shifted. Simple cure – tighten everything up.**
- 3. At the old Thompson raceway in Ct, they combined the road course through the woods with part of the roundy-round track there to make up our race course. The oval track was banked into its center. This presented a unique corner. The road course pavement ended perpendicular to the oval track. As cars went from the road course onto the oval, they became somewhat light while also having to turn left onto the oval pavement as they came down hard compressing the suspension. This caused one of my rear axle shock arms to get bent up.**



Carbs, Intake, & Exhaust:

- 1. My MG’s engine started running rough while racing. Inspecting the spark plugs seemed to indicate too much gas. I then found that the float in one of the SU carbs had cracked at it’s soldered seam and had filled up with gasoline, thus sinking to the bottom of the float bowl, with the result of gasoline pouring into the fuel bowl and thus to the carb jet and into the engine.**
- 2. While doing a practice lap at the Philadelphia Fairmount Park Vintage Grand Prix in 1993, my MG developed a significant miss, so I pulled back into the paddock to see what was wrong. When the hood side was lifted up, gasoline was POURING out of the bottom of the front carb onto the HOT exhaust header. OH SHIT! – I could have become TOAST! The fitting on the bottom of the carb had come loose! Just had to snug it back up.**

Transmission:

1. I was racing at the “Vintage Sprints at Christie” in Ontario. A Hillclimb like event, in a park, where they had a live jazz band playing at the start line. As I got the green flag to start my run, I let out my clutch and there was a loud BANG as my transmission locked up solid! I’ve yet to ever tear it down to see just what broke. I replaced it with another transmission when I got back home. A DNF – so then I took my young daughter Rachel over to a nearby pond to do some fishing and forget about my problems!
2. While doing some work on the transmission, I found the transmission casting had a significant crack on its inside. Now it serves as a “parts trans”.
3. I was racing in the Grand Bahamas Vintage Speed Week in December 1984. As I went to shift, the end of the shift handle slid out from between two selector rods it activates (*I must have tried to shift too hard/quick*), and I was dead in the water with no-way to shift now. Easily fixed after I was towed in. I took it easy on shifting for the rest of the weekend when I wasn’t partying on the beach.



Wheels and Tires:

1. I had one stock steel wheel rim develop three radial cracks going from the center out. Just replaced it with another good rim. I’ve never found another car that uses this unique 5 bolt wheel pattern of the TD/TF.
2. I got new Michelin radial tires for my TD in 1990. Got them all balanced. I went to the Glen for the Collier Cup MG race. All was fine on the track up to about 60 mph, when a vibration would develop from the rear axle. So I re-balanced the rear tires – still no difference. Hummm? Mystery?? Many folks offered a number of opinions as to what the problem could be. So I started by swapping out tires, and found that the left rear tire to be “*the bad boy*”! Although it check out good on the balancing machine, when on the track and rotating much faster it developed an internal “radial belt separation” that would throw its balance off. Strange but true! Replaced it with my spare tire and I was back to racing!

Brakes:

1. My daughter Rachel was racing my MGTD at the Collier Cup at Watkins Glen. She came in off the track and told me there was a strange noise coming from the front of the car. I checked it out and it was coming from inside a front brake drum. Upon pulling it off, I found that the brake shoe lining had delaminated from a brake shoe!

Rear Axle:

1. I was racing at the old Bryar, N.H. racetrack in the early 80's with the T Register. I let Mary Jacobson race my MG in their "Ladies Race". She got in the MG, and let out the clutch to take off, and the axle shaft snapped, right near its splined end where it enters the differential gears. Good thing I had an extra axle shaft with me. And to top it off, when we opened up the differential to get out the broken off end piece of the shaft in the dif, we found the bolts on the dif's ring gear were loose!!



Body:

1. I had a leather "hood strap" holding down my MG's hood side panels. While I was racing at Bryar, N.H. in a *100 lap Night Race* (combined race weekend between VSCCA and EMRA, with 4 cars to a team) the strap snapped! Now every time I entered a turn, the outside side hood panel would lift up and then slam back down as I exited the turn! And to add to that my dash lights were not working - so I was shifting gears in the dark by the sound of the engine! Racing at night at a track without track lights was a totally new dimension in racing! And if I ever do something like this again, I'll be sure that my MG's headlights are properly adjusted!



Other/Misc:

1. Bolts loosening up. On a regular basis I would check for loosening bolts everywhere, and sometimes found some.
2. Failure to bring some critical item(s) with you to the track for race day, can ruin you race weekend. I strongly believe in "Check List" to be sure nothing is forgotten - not only for the races and racecar, but also at home before you leave! You don't want to get to tech inspection to find out you left your helmet home with the cat!
3. I have one of those "Pop Up" canopies that we sit under at the track and I put my car under over night. In case any strong winds or storms coming up over night I secure the canopies' top framework with bungee cords to the roll bar of my MG to anchor it down. For sure that will keep it from ever blowing away. One morning I forgot to disconnect the bungee cords anchoring the two together. I got into my MG and drove out, pulling it down behind me, ruining it! Duh!

4. I was at the Mt. Equinox Hillclimb. The first run of the day was a familiarization run up the 5.2 mile curvy road. As I was driving up the hill I noticed lug nuts flying off my front wheel! I had forgotten to tighten them after putting the wheels back on. Check, check, - double check - everything!
5. The day's racing at Lime Rock ended. We hooked up the trailer to the tow vehicle and loaded up my MG on the trailer. I started driving out of the paddock, as the trailer came off of the vehicle's tow ball! NO ONE had secured it! Fortunately, no damage was done. It could have been a lot worse!
6. Racing MG's can cause damage to others! I was driving to a race and was in some stop and go traffic. The driver in the car next to me looked over to check out my "cool MG racecar" as the car in front of him stopped suddenly and he rear-ended it. Yep – MG's get folk's attention!

Side Bars: Driver Failures!

1. **"Failure to Hydrate"**: Keep yourself hydrated all weekend *long* (*and on the flip side, go pee before you head out to race*).
2. **"Keep Your Cool"**: Many of our driver's suits could keep us warm on a cold winter's day. But what if temperatures are in the 90's? What if you're held up on the false grid while they have to clean up an oil spill on the track? Are you in good physical condition? On hot race days I keep a bottle of water and a small umbrella with me in my MG, and use them if we are sitting on the false grid with the sun beating down on us. Dave Kuhn crashed and died in a solo-racing incident with his MGTD at the 1993 Pittsburgh Vintage Grand Prix.

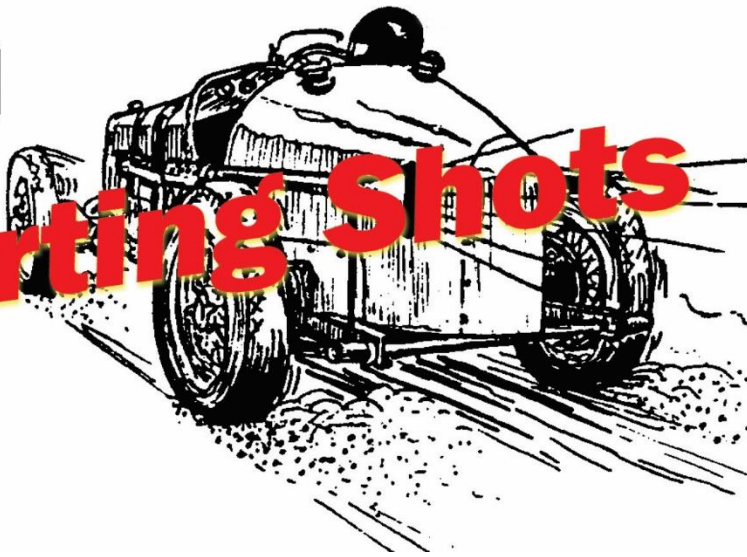


While racing, he un-unexpectedly just "drove off the road course" into the woods! No other cars were involved; no skid marks; no mechanical failure. Temps were in the 90's that day and it was humid. The MG group had been held up on the false grid, under the hot sun while a track incident got cleared. It is believed Dave just passed out from heat exhaustion. Saddest racing day of my life when that red flag came out and we got the word.

3. I recall one year racing at Watkins Glen and we had a great party going on Friday night! I partied – I drank. I partied more – I drank I puked!
4. Well the next morning I felt like damaged goods! My head was hurting. *I had become the broken part!*



Parting Shots



EVERYTHING WILL KILL YOU



SO CHOOSE SOMETHING FUN