



VOL 40 #3
MARCH 2022



MGA Register Newsletter

**Spring has Sprung and it is time to take that
PROJECT that is almost finished
OUT OF THE GARAGE AND GET TO WORK !**

From The Editor :

The big boys have raced Daytona and Sebring, vintage cars have already begun the season.

Cars & Coffee are everywhere, British Car Days are happening, and the weather is turning.

Get off the sofa and get to work on finishing that wonderful MG project sitting somewhere. We gave you Greg's pages on preparation last month with everything you need to know. Get after it.

We have two MGVR Focus races this season.

June 16-19 at Mosport

September 20-23 at Put-In-Bay

The MGA folks have GT 47 June 6-10

Mark those dates on your calendar and let them be your guide, your goal, your destiny.

See you there !

Track Notes By Bob Vitrikas

Back in the “olden days” of vintage racing (about 30 years ago) when the Three Amigos, Bob Schoeplein (#76 MGA , Bob Watkin (Spitfire) and I started vintage racing it was a different world. We towed our race cars on open single axle trailers, if we had one. Bob Schoeplein drove Honeybee to the races, often in pouring rain (no top or side curtains naturally), and once in a snow storm.

Unbelievable and unforgettable! One thing that hasn’t changed is the need to prep the car, tow vehicle and trailer along with a hundred other items in order to have a successful race weekend. From hard learned experience I developed a checklist which I referred to as my “Track Notes” to help me ensure I remembered everything. Well almost everything.

Others have found these helpful so I pass them along to you in the hopes they make your racing a little easier, and more enjoyable.

Safety Fast!



Pre-Race Checklist

Race Car Prep:

- _____ Inspect for loose nuts/bolts/electrics
 - _____ Inspect front & rear brake shoes & lines for wear and leaks
 - _____ Tighten wheel knock offs
 - _____ Inspect brake, clutch master cylinder for leaks, fluid level
 - _____ Check engine/transmission & differential oil levels and leaks
 - _____ Check radiator water level and radiator hoses for leaks
 - _____ Inspect fan belt
 - _____ Check fuel lines, pump, carbs for fuel leaks
 - _____ Inspect fuel filter for contamination
 - _____ Fill fuel tank
 - _____ Inspect battery for corrosion, loose cables
 - _____ Check fire extinguisher, charged and safed
 - _____ Clean, inspect, gap spark plugs
 - _____ Check distributor cap, rotor, wires, dwell and timing
 - _____ Check carb synch, free dashpot movement, oil level, air cleaners
 - _____ Empty catch tank
 - _____ Check mirror adjustment
-

Tow Car Prep:

- _____ Check tire pressures
 - _____ Check tires for excessive wear
 - _____ Check oil, water, brake fluid levels
 - _____ Check brake pads for wear
 - _____ Lights all working?
 - _____ Mount trailer hitch w/ball cover
 - _____ Fill fuel tank
 - _____ Cargo area mat
 - _____ Spare keys
-

Trailer Prep:

- _____ Check Tire pressures, including spare
- _____ Check tires for excessive wear
- _____ Check wheel bearings for excessive play
- _____ Check lights
- _____ Tie down stuff complete and in good repair
- _____ Current state inspection?
- _____ Wheel locks

*Bob's notes are perfect to create your history
Use these to create your own for your car*

Track Notes (adapt as necessary)

Date _____ Track _____ Prev Best Time _____

Practice 1

Air Temp _____

Tire Pressures

F: _____ R: _____

Oil Pressure: _____

Water Temp: _____

Oil Temp:_____

Lap Times:

Lap 1: _____

Lap 2: _____

Lap 3: _____

Lap 4: _____

Lap 5: _____

Lap 6: _____

Lap 7: _____

Lap 8: _____

Lap 9: _____

Lap 10: _____

Lap 11: _____

Lap 12: _____

Practice 2

Air Temp _____

Tire Pressures

F: _____ R: _____

Oil Pressure: _____

Water Temp: _____

Oil Temp:_____

Lap Times:

Lap 1: _____

Lap 2: _____

Lap 3: _____

Lap 4: _____

Lap 5: _____

Lap 6: _____

Lap 7: _____

Lap 8: _____

Lap 9: _____

Lap 10: _____

Lap 11: _____

Lap 12: _____

Practice 3

Air Temp _____

Tire Pressures

F: _____ R:_____

Oil Pressure: _____

Water Temp: _____

Oil Temp:_____

Lap Times:

Lap 1: _____

Lap 2: _____

Lap 3: _____

Lap 4: _____

Lap 5: _____

Lap 6: _____

Lap 7: _____

Lap 8: _____

Lap 9: _____

Lap 10: _____

Lap 11: _____

Lap 12: _____

Total Track time:

Session 1 _____

Session 2 _____

Session 3 _____

Qualifying

Air Temp _____

Tire Pressures

F: ____ R: ____

Oil Pressure: _____

Water Temp: _____

Lap Times:

Lap 1: _____

Lap 2: _____

Lap 3: _____

Lap 4: _____

Lap 5: _____

Lap 6: _____

Lap 7: _____

Lap 8: _____

Lap 9: _____

Lap 10: _____

Lap 11: _____

Lap 12: _____

Race 1

Air Temp _____

Tire Pressures

F: ____ R: ____

Oil Pressure: _____

Water Temp: _____

Lap Times:

Lap 1: _____

Lap 2: _____

Lap 3: _____

Lap 4: _____

Lap 5: _____

Lap 6: _____

Lap 7: _____

Lap 8: _____

Lap 9: _____

Lap 10: _____

Lap 11: _____

Lap 12: _____

Race 2

Air Temp _____

Tire Pressures

F: ____ R: ____

Oil Pressure: _____

Water Temp: _____

Lap Times:

Lap 1: _____

Lap 2: _____

Lap 3: _____

Lap 4: _____

Lap 5: _____

Lap 6: _____

Lap 7: _____

Lap 8: _____

Lap 9: _____

Lap 10: _____

Lap 11: _____

Lap 12: _____

Total Track time:

Session 1 _____

Session 2 _____

Session 3 _____

Track Notes:

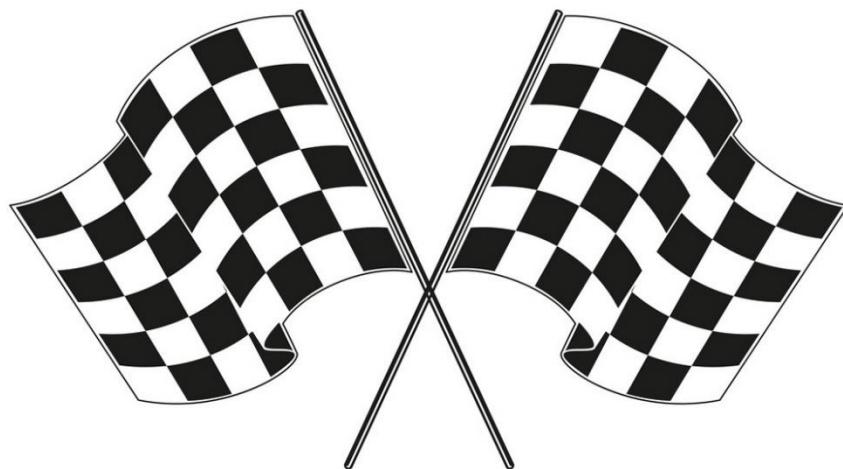
Next Time:

Travel Notes:

Miles: _____ Travel Time: _____ Fuel cost: _____

Lodging: _____ Phone: _____ Cost: _____

Comments:



One of the best known MG racers is Mark Brandow. Mark has built and raced any number of MG's and even created a 4 door MGB limo ! Here's Mark's letter on creating race cars for member testing. This might be one way to introduce a prospective racer to an on-track experience.

The Gary Harrison #24 coupe needed a new home and some attention after years of laying dormant in Brecksville, Ohio. I stopped on the way home to get a look at both his MG racers and agreed to buy them for our local vintage race club as training cars.

The VSCRI in Minnesota had an endowment from a deceased elder racer to use for club building & member development. They best way to get new members involved was to provide a test drive in a club car. Not everyone has the potential to prep a car for vintage racing or the budget to see it through! My Board of Directors at Vintage Sports Car Racing agreed with my proposal to buy the pair of cars to get the club some new blood! All car clubs seem to suffer the same attrition with members aging out and cars becoming more valuable to owners who won't risk their treasured classic on the track!



Milt, my transport connection, brought both cars to my shop in Minneapolis, along with a peck of spares left over from Gary, who was making a move to a new house and Lotus land- some three Loti needing further rebuilding & repairs. We agreed to dedicate some shop space over the winter to put the proper pieces in place. Our progress has

been slow, as it relies on volunteer input, but steady.

I had a used motor & transmission from a '69 MGB that we have installed. Minor modifications were necessary to get the trans mount to fit. Then we renewed the brakes

& hydraulics throughout. It has dual circuit MGB brakes, rebuilt calipers in front, wheel cylinders & shoes in the rear- safety first & safety fast is our motto!

It will be a street registered collector car, so it can be driven to hill climbs, rallies and car shows. It has a full roll cage and good sheet metal so it should be safe for people to "test out".

Now the big question is how to safeguard the club and its members? Any ideas? I am licensing it as a shop loaner, so people using it will need to have another car in the shop while using the loaner. Their auto policy would carry over in any accident issues.

Then they would have to agree to repair any damage done while in their care. Maybe if I put a rev limiting rotor in the distributor it while prevent over-revving the motor!

Then I suppose anyone wanting to drive the car should be a VSCRI member- I am one of the last remaining founders of our local vintage club, but I always enjoy bringing new members on board. A little fun goes a long way!

I hope to have it at Put In Bay next fall if all goes well. I think the roadster that came in the 2 car purchase will be assigned to a racer friend of mine who needs a new project.

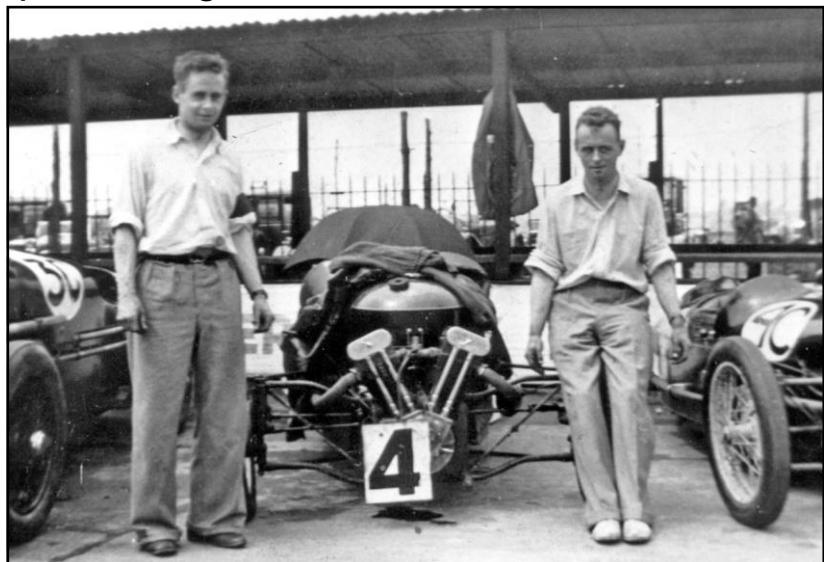


RIVAL RACE CARS RE-UNITE 80 YEARS LATER

By Pete Thelander

I started racing the NE JB 4607 as soon as I restored it in 1993. There are not many MMM car being raced on the west coast so I ended up in a rather nebulous hodgepodge of Pre War cars....everything from Grand Prix Alfacs and American oval track Specials to Austin Seven Specials and three wheel Morgans. There was one Peter Greggory K3 replica for a season or two, and Mike Jacobsen's NA Special that his father and uncle had built. But one of the Morgan Trikes was always there. That was Larry Ayres factory supported car Larry and Pete had been vintage racing together nearly fifteen years before Pete noticed a photo on Larry's display board that looked rather similar to one he had of the MG. After a bit of discussion, it was discovered that both cars had been in the Light Car Club Relay race in 1934!! Photos of the teams taken after the race appear above and below.

The Ayres Morgan had four years of racing under its bonnet by the time it was entered into the Light Car Club's Relay race on July 21, 1934, as part of the factory sponsored team. The race required teams of three cars, each car to run thirty laps with drivers passing a baton to the next driver at the end of their allotted laps. The MG, on the other hand, was a brand new design created to comply with the super charger ban that had been imposed by the RAC for the upcoming Ulster Tourist Trophy race outside Belfast on September 1st. This relatively minor LCC event was to be a trial outing for the new cars, and hopefully little notice would be made of their debut. To further down-play their importance as TT entries, MG entered them with lady drivers, hoping to capture the award for the highest place ladies team. No one was fooled



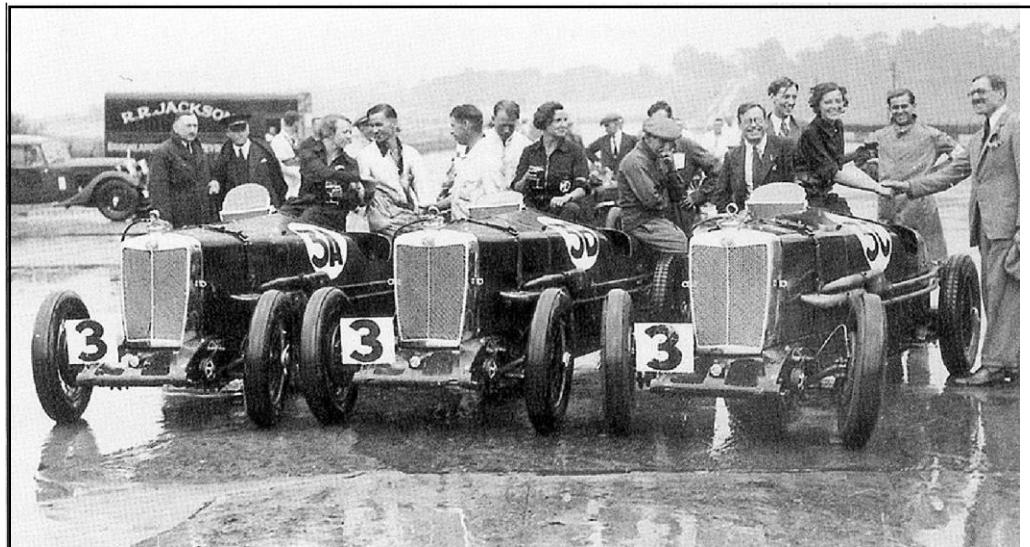
and everyone knew these were the cars with which MG would try to win their third TT in four years.

The photo (right) gives a glimpse of the MG (#3C) on the far left and the Morgan (#4B) in the center, probably in the holding area for the "B" and "C" relay cars. The Ayers' Morgan was driven by brothers Henry and Richard Laird while Thelander's MG was driven by Doreen Evans, of the well known Evans family trio which included her brothers Kenneth and Denis.

The Morgan team finished second at an average speed of 90.91 mph and the MGs third at 87.85 mph in a race lasting three and a half hours. Heavy rain in the last half hour slowed down most cars allowing Miss Evans to gain rapidly to finish in third place. Contemporary reporting cited Miss Evans, and Clive Lones of the Morgan team, as being the two fastest cars in the rain.

The MG team photo taken after the Light Car Club Relay Race, July 21, 1934

The telltale photos of the Morgan and MG teams after the race show both teams on a very wet tarmac



area. The Laird brothers are in the center car in the photo of the Morgan team with H.F.S. Morgan himself behind the car in the dark suit. The photo of the MG team has Miss Evans on the right accepting the congratulatory handshake from well known MG enthusiast and driver, Capt George Eyston.

Fast forward six decades to 1993....Pete had restored the MG and launched a long postponed urge to do a bit of racing. He has appeared at Monterey nearly every year since. And in 1995, Larry showed up with the Morgan. They have raced together quite regularly at Laguna Seca,



Jay Miller photo

Buttonwillow, Sonoma (formerly Sears Point) and Coronado. But it was only a couple of years ago that the Relay Race connection was made..

Jay Miller's photo shows them still battling it out.

You may notice the Morgan has special bronze air cooled cylinder heads. Since a radiator was not required, it was removed by the factory in 1936 to make room for a blower and gives the car its unique snub-nosed appearance.



The Laird brothers' Morgan, ready to take over for the "B" shift, is staged next to Thelander's MG "C" shift car.

Decades later, Pete and Larry revive the rivalry.....and share the camaraderie afterwards.

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MOVE ON!



- LISTEN TO A COWBOY BAND AT A REAL CHUCKWAGON COOKOUT
- ENJOY HIGH TEA AT A HIGHFALUTIN' MANSION
- CONQUER PIKES PEAK
- TAKE ADVANTAGE OF NUMEROUS TOURS AND SIDE TRIPS TO JAW DROPPING, INSPIRING LOCATIONS
- SAMPLE LOCAL CRAFT BEER AND DISTILLED SPIRITS. REPEAT.
- VISIT COOL MUSEUMS, THE AIR FORCE ACADEMY AND THE U.S. OLYMPIC TRAINING CENTER
- BASK IN THE GLOW OF COLORADO SPRINGS, THE "LONDON OF THE WEST"*

The Flying W Wrangler Ranch



June 6-10, 2022
Colorado Springs, Colorado



*FAMOUS FOR ITS SOPHISTICATION AND GENTEL VIBE, COLORADO SPRINGS EARNED THE NICKNAME THE "LONDON OF THE WEST" IN THE IBOOS. AND IT STILL MEASURES UP. TRIPADVISOR JUST RANKED COLORADO SPRINGS 7TH AMONG THE "TOP 25 EMERGING DESTINATIONS" IN THE WORLD. BEST GET HERE BEFORE THE STAMPEDE.

REGISTRATION IS NOW OPEN!



January 30, 2022

Dear GT-47 Attendees:

If there is anything we can say about the last couple of years, it's that we're living in unprecedented times. You've all seen on the news how prices have gone up, and pricing from the various suppliers for GT-47 is no exception. Together with the NAMGAR board, the GT-47 Committee has worked diligently to manage these costs.

However, as we've finalized contracts, we're seeing significant price increases for food and beverage, facilities rental, regalia, and transportation. Factor in the high demand for these amenities in one of the nation's most popular go-to vacation destinations, we are forced to increase Registration Fees for this event.

The GT-47 committee and the MG Car Club, Rocky Mountain Centre are going all out to make GT-47 an unforgettable event, for all the right reasons. We're excited and eager to have you with us in June. I guarantee you that you'll find it worth the effort and expense.

All the Best,

Jim Goodwin

Jim Goodwin

Chairman, GT-47



June 6-10, 2022
Colorado Springs,
Colorado
GT-47 Official Schedule



Saturday & Sunday, June 4 & 5

[SEP]

9:00 am - 5:00 pm

Self-Guided Tours

See "Self-Guided Tours" below for more information.

8:00 am - 4:00 pm

Rocky Mountain Vintage Racing "Big Bore Thunder"

Watch vintage cars, including a number of MGs and other British marques, race wheel-to-wheel around Pueblo Motorsports Park, 40 minutes south of the hotel.

See

Monday, June 6

[SEP]

9:00 am

GT-47 Kickoff - Registration opens and GT-47 gets officially under way.

9:00 am-5:00 pm

Registration, Regalia, Vendors, Silent Auction

All Day

MG Car Display at the Hotel

9:00 am-5:00 pm

Self-Guided Tours - See "Self-Guided Tours" below for more information.

9:00 am-5:00 pm Car

Washing Area

12:00 pm - 3:00 pm

Tech Session: Ted Ax, Ax & Allies "Tuning Your MG for Altitude" - See the GT-47 website for more info.

3:00 pm-5:00 pm

NAMGAR Chapter Contacts Meeting

5:00 pm-8:00 pm

Dinner on your own

See the GT-47 Website for Restaurant Suggestions

5:30 pm-6:00 pm

First Timer's Reception

6:00 pm-7:30 pm

Welcome and Orientation

Snacks and cash bar. Pre-registration requested.

7:30 pm-8:30 pm

Special Tech Session: Joe & Cathy Gunderson

"EX186, MG's Le Mans Race Car" - See the GT-47 website for more info.

8:00 pm-10:00 pm

Hospitality at Hotel

Tuesday, June 7

All Day

MG Car Display

All Day

Self-Guided Tours

See "Self-Guided Tours" below for more information.

9:00 am-4:00 pm

Registration, Regalia, Vendors, Silent Auction

8:00 am-5:00 pm Car

Washing Area

7:30 am-9:00 am

Magnette Breakfast in hotel Pre-registration required.

9:00 am-3:00 pm

John Twist Rolling Tech Session

John Twist helps you work on your car in the hotel parking lot. Not only does John address issues with the cars, he takes the time to show and explain exactly what he is doing.

9:00 am - 9:45 am

Non-Tech Session: MG Ornaments and Cookies

"A Fun Social, No Technical Car Talk Allowed" - See the GT-47 website for more info.

9:00 am-10:15 am

Tech Session: Kelvin Dodd, Moss Motors

"Moss Motors Help: On the Road with Kelvin Dodd" - See the GT-47 website for more info.

9:00 am-10:15 am

Tech Session: Martin Willis, The Machine Shop
"Strange Repairs" - See the GT-47 website for more info.

10:00 am-1:00 pm

Glen Eyrie Castle Tour and High Tea (Seating #1)
First seating for tea; consider a self-driving tour to Garden of the Gods on the way to or from tea. It is less than 9 miles from our hotel and an easy drive to both the Glen Eyrie Castle and the Flying W Ranch.

10:30 am-12:00 pm Tech

Session TBD

1:00 pm-4:00 pm

Glen Eyrie Castle Tour and High Tea (Seating #2)
Second seating for tea; consider a self-driving tour to Garden of the Gods on the way to or from tea. It is less than 9 miles from our hotel and an easy drive to both the Glen Eyrie Castle and the Flying W Ranch.

5:00 pm-8:30 pm

Flying W Ranch Chuckwagon Supper & Western Show
Round Trip Shuttle Bus Service Available.
Flying W parking lot is unpaved. Exclusive Happy Hour at the Flying W from 5:00-6:30 pm

9:00 pm-10:00 pm

Hospitality at Hotel

Wednesday, June 8

8:00 am-5:00 pm Car

Washing Area

8:00 am-12:00 pm

Registration and Regalia at Car Show

9:00 am-12:00 pm

Car Show and Valve Cover Racing

1:00 pm-5:00 pm

Registration, Regalia, Vendors, Silent Auction

1:00 pm-5:00 pm

Fun Run Competitive Tour/Rally to Historic Cripple Creek
Fabulous scenery, questions, clues, and awards!

1:00 pm-5:00 pm

Self-Guided Tours

See "Self-Guided Tours" below for more information.

5:00 pm-8:00 pm

Dinner on your own

See GT-47 website for restaurant suggestions.

8:00 pm-10:00 pm

Hospitality at Hotel

Thursday, June 9**8:00 am-5:00 pm** Car

Washing Area

7:00 am-8:30 am

NAMGAR Staff Breakfast

9:00 am-11:00 am

Registration, Regalia, Vendors, Silent Auction

9:00 am-4:00 pm

Self-Guided Group Drive

Breathtaking drive to the Royal Gorge Bridge and Cañon City Skyline Drive

5:30 pm-6:30 pm

Pre-Banquet Happy Hour

6:30 pm-9:00 pm Awards

Banquet

9:00 pm-10:30 pm

Hospitality at Hotel

Friday, June 10**7:00 am-8:30 am**

Farewell

DoubleTree restaurant with breakfast coupons

8:00 am

Rallye Glenwood Springs

June 10-12, 2022. Directions will be provided to Glenwood Springs to join the MG Car Club's 70th Annual Rallye Glenwood Springs.

See mgcc.org for more info.

Self-Guided Tours

- Pikes Peak drive - 4+ hours, 19 miles to the entrance from the hotel. Separate entrance fee required.
- National Museum of WWII Aviation - 2.5 hours, 8.3 miles from the hotel. Separate entrance fee required.
- Air Force Academy drive - 3.5 hours, 21 miles from the hotel. Preregistration required for entry.
- Garden of the Gods - 2 hours, 8.6 miles from the hotel, located near Glen Eyrie Castle and Flying W Ranch.

- Cave of the Winds - 4 hours, 10 miles from the hotel. Separate entrance fee required.
- Penrose Heritage Hill Climb Museum - 2 hours, 3.2 miles from the hotel, on the grounds of the Broadmoor resort. Free admission.
- Royal Gorge Bridge & Cañon City Skyline Drive - 6-7 hours, approximately 150 miles round trip from the hotel. Advance registration is advised. General Admission includes access to America's Bridge, Aerial Gondolas, the Plaza Theater, the Children's Playland, and Spectacular views of the Royal Gorge. Zipline, Skycoaster, and Via Ferrata are extra pay experiences. A small lunch counter and picnic tables are available.

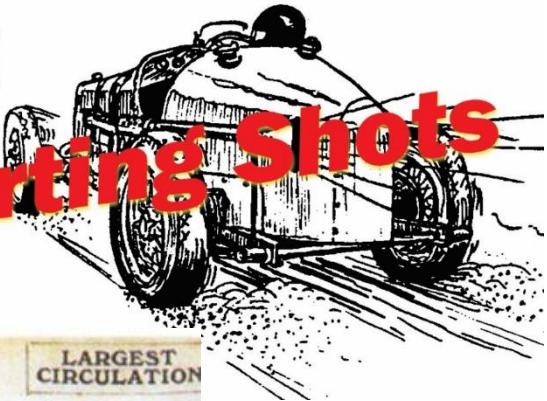
Times include roundtrip estimated travel from the hotel, as well as time spent at the attraction. Advance registration is advised at some locations. A link to each attraction can be found on the GT-47 Self-Guided Tours tab. Driving instructions for each drive will be available on the Self-Guided Tours tab later this spring.

You can also find more information on the **Things to Do** tab, which includes the Colorado Springs Visitors Guide.

For information on RMVR's Big Bore Thunder, go to RMVR.com.
For more information on Rallye Glenwood Springs, go to MGCC.org.



Parting Shots



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The MG Girl



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