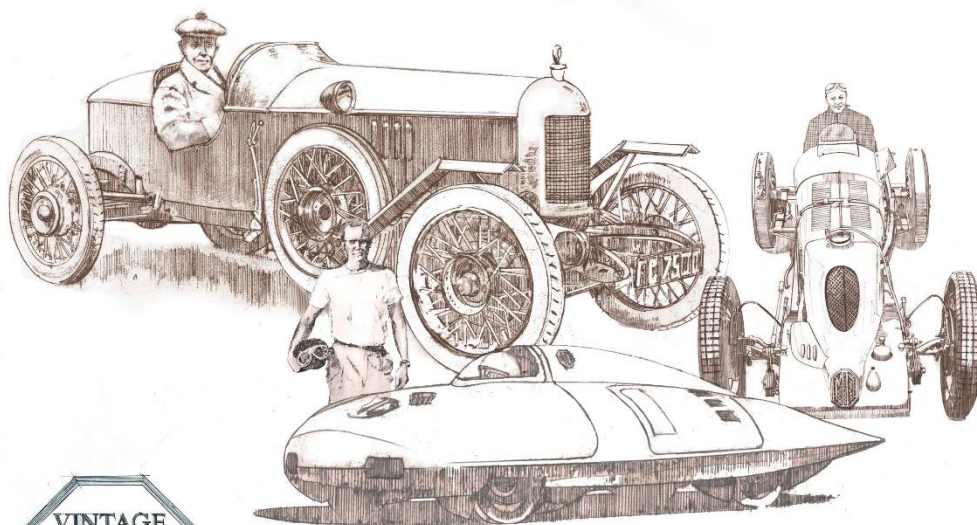




LIME ROCK CELEBRATES MG'S 100TH ANNIVERSARY

SEPTEMBER 1-4 2023



Safety fast!

Ben Abing



VOLUME 40 #10
OCTOBER 2022

From The Editor:

A look at our cover should tell you all you need to know. The year 2023 will be the 100th anniversary of our beloved marque, the MG. This should be special to all of us, and we are going to need all of you to help make this celebration one that people will talk about for years. I asked for commitments from racers and car owners to reply they and their cars will be at Lime Rock. The great news is, as of this writing, we have 32 race cars and 10 show cars who are planning to appear. We need to double that number. I realize that September 2023 is a long way away and the Holiday season is upon us. But goals are important, and I want this event to be a goal for you.

Many members live hundreds of miles from Lime Rock, some thousands, some over the ocean. All this means you need to put the event on your calendar and start figuring out how you will make it happen.

The cover is a wonderful illustration by noted artist Bob Colaizzi. It is more meaningful in that Bob was the first winner of the new Collier Cup back in 1985. This poster will be available shortly for purchase and each entrant for the race or concours will have one as part of their entry. Bob put a lot of thought into what would best showcase those 100 years and his artists statement is on the next page.

I bet you never knew an MG won a Formula 1 race. Our friend and historian Eli Solomon tells the story.

John Fontanella sends a recap and photos from Road Atlanta

A man many of us know, Jim Weissenborn has raced MG's since the early '60's. Scott Brown, a well regarded MG driver, bought one of Jim's old cars and it is back to action.

Art is more than a pretty picture. The artist imagines, he sees imagery and then he makes it real. Here is Bob's statement

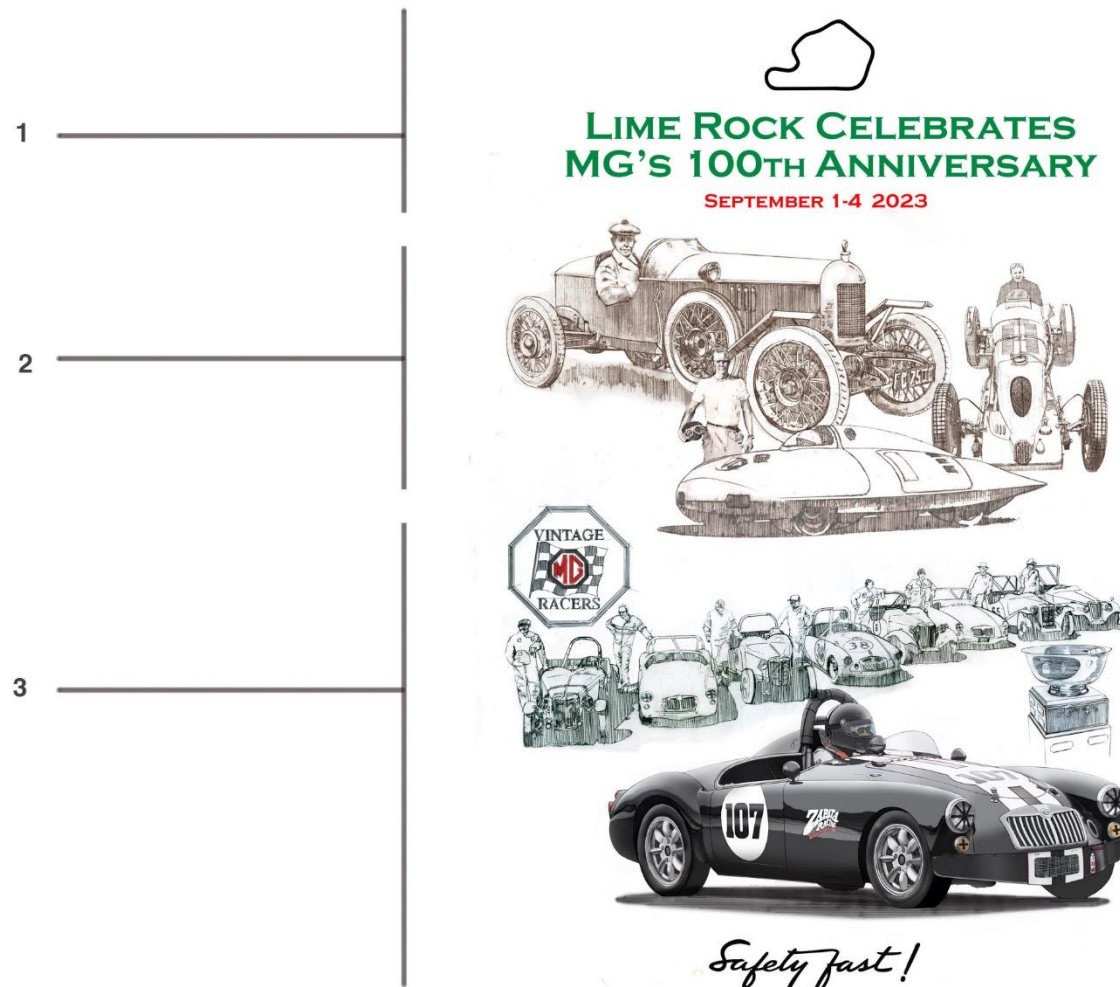
Bob Colaizzi... "Artist's Statement" about the poster:

The MG Vintage Racers, hosted by Lime Rock Raceway, join to celebrate the 100th Anniversary of MG at Lime Rock over the 2023 Labor Day weekend. The race circuit layout leads the piece, followed by the headline. (1)

The poster illustration is designed in halves. The upper, is sepia drawings of Cecil Kimber in Old #1, Doreen Evans in an MGQ and the MG EX 181 Bonneville car driven to records by Sterling Moss, shown in the car, at 248 MPH, and raised by Phil Hill the next year to another record 254 MPH. (2)

The bottom group, represents the beginning of "The Greg Prehodka Era" of the MG Vintage Racers and the first Collier Cup Race, more than 50 years ago. Incidentally, there were only eight entrants in the first Collier Cup! They were, left to right, Greg Prehodka, Ed Henning, Tony Roth, Tony Simms, Bob Colaizzi, Alex Quattlebaum III, James Bok and Mike McLaughlin. The closing car is the beautiful MGA of Carl George that hangs in the new library of the AACA (Antique Automobile Club of America) in Hershey PA. Incidentally, Carl won SVRA's Gold Cup in 2022. (3)

Bob Colaizzi



MG WINS FORMULA ONE RACE

By Eli Solomon



Mick Jennings and his Black Draught being pursued by Lim Peng Han in his L.A. MG-Bugatti during the 1949 Johore Grand Prix.

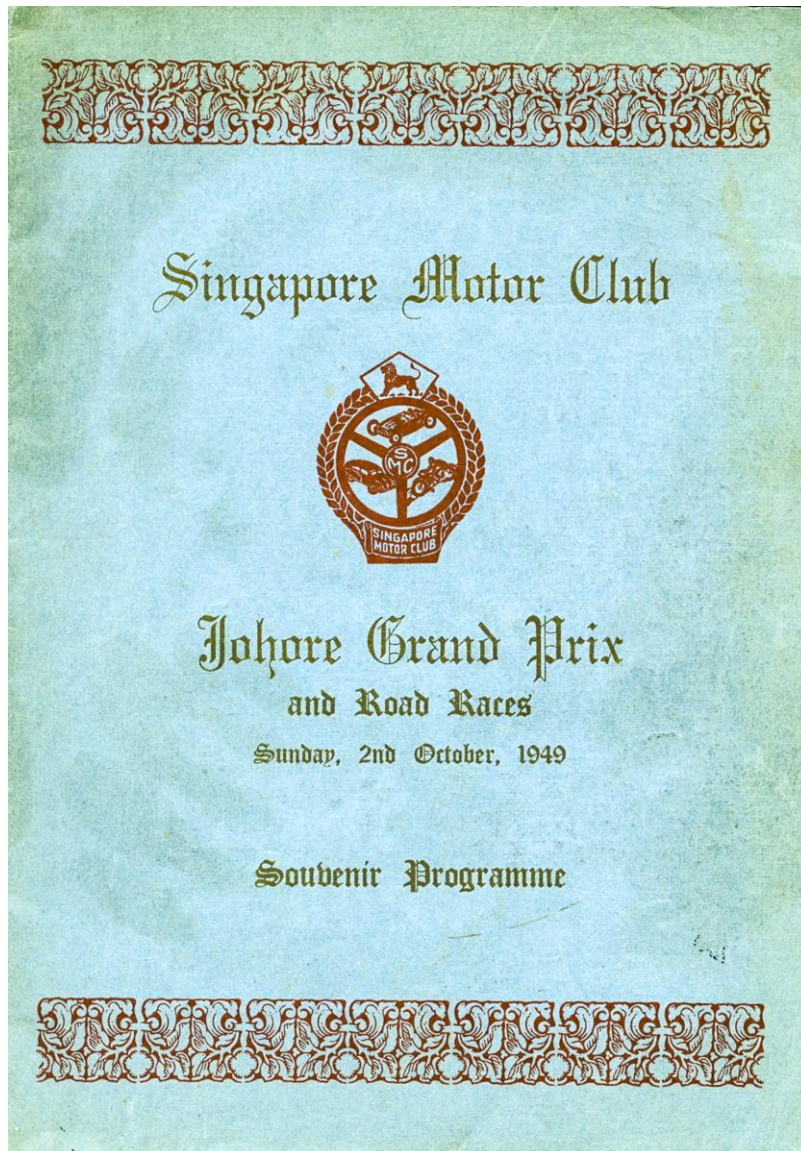
A short time ago I wrote a short piece about Bill Ferguson and his MkIII Cooper-JAP winning the 1951 Johore Grand Prix. Nothing unusual about this, except that the 1951 Johore Grand Prix was run as a Formula 1 race! That made it Cooper Car's first Formula One victory - as opposed to the common understanding that it was Sir Stirling Moss that handed Cooper its first F1 victory in the Argentine Grand Prix in 1958, driving Rob Walker's T43-Climax.

If the 1951 Johore Grand Prix was listed as a Formula One race, then what about the preceding two GP's held in 1949 and 1950? For that I had to unbox another stack of old programs and regulations.

First off, let's look at the origins of the Formula 1 World Championship. The first F1 race was the 1946 Turin Grand Prix. A World Drivers'

Championship was established in 1947. The first World Championship season was in 1950. But what about non-Championship races, Grand Prix events that didn't count towards the Championship, but which were run to Formula 1 rules?

Out in the British colonies in Asia, post-war Grand Prix racing began in 1949 with the Johore Grand Prix. The main event for cars was run to general competition rules of the F.I.A., the R.A.C. (of Britain and the British Empire) and the A.C.U.



The 1949 Johore Grand Prix programme cover. The event was organised by the Singapore Motor Club (established in February 1948). Note the redesigned Singapore Motor Club badge - a lion had been incorporated at the top of the laurel.

Take a look at the 1949 Johore Grand Prix race program and you'll notice that the main race was run to international rules established by the F.I.A. - in other words, the main Grand Prix was for cars with supercharged engines not over 1.5-litres and/or unsupercharged engines not over 4.5-litres. There was even an R.A.C. Steward for the event - Squad-Leader. Oliver Bertram [Major Oliver Bertram was then stationed

in Singapore as a Squadron Leader (barrister) with Tanglin G.H.Q. F.A.R.E.L.F. (the British Army's Far East Land Force).] Get to the Supplementary Regulations and the entry list and things start to get

interesting: Event No.4 "Johore Grand Prix" For Formula 1 Cars 1,500cc and under S - 4,500cc and under U/S.

A leaf from the 1949 Johore Grand Prix and Road Races program. The Grand Prix was held on Sunday, 2 October 1949

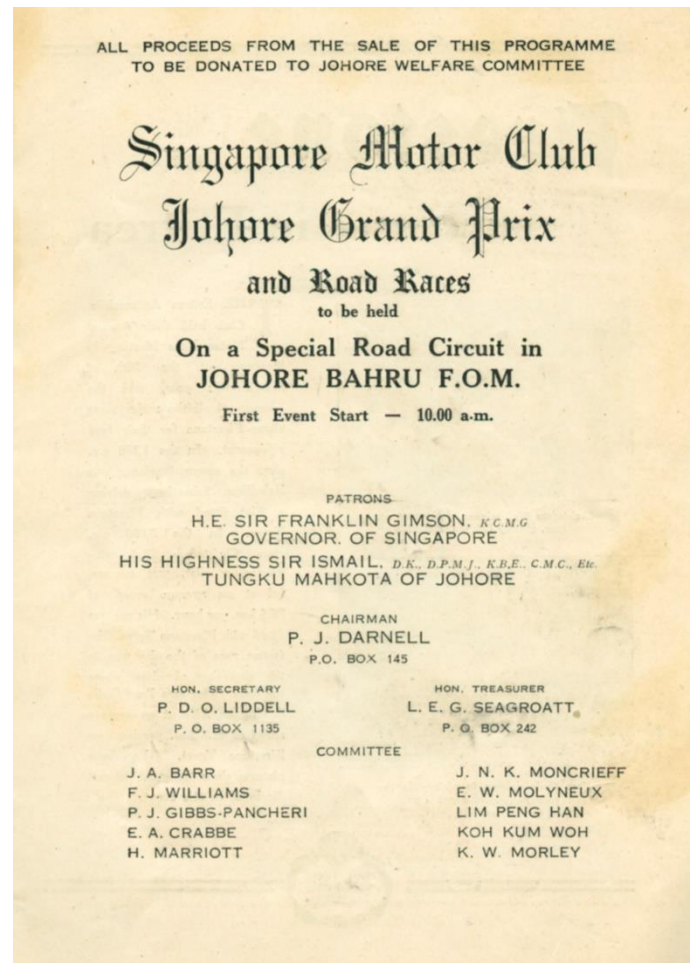
So there you have it - the 1949 race (as was the subsequent two Johore GPs - 1950-1951) was run to Formula 1 rules for Formula 1 cars (and all other manner of contraptions).

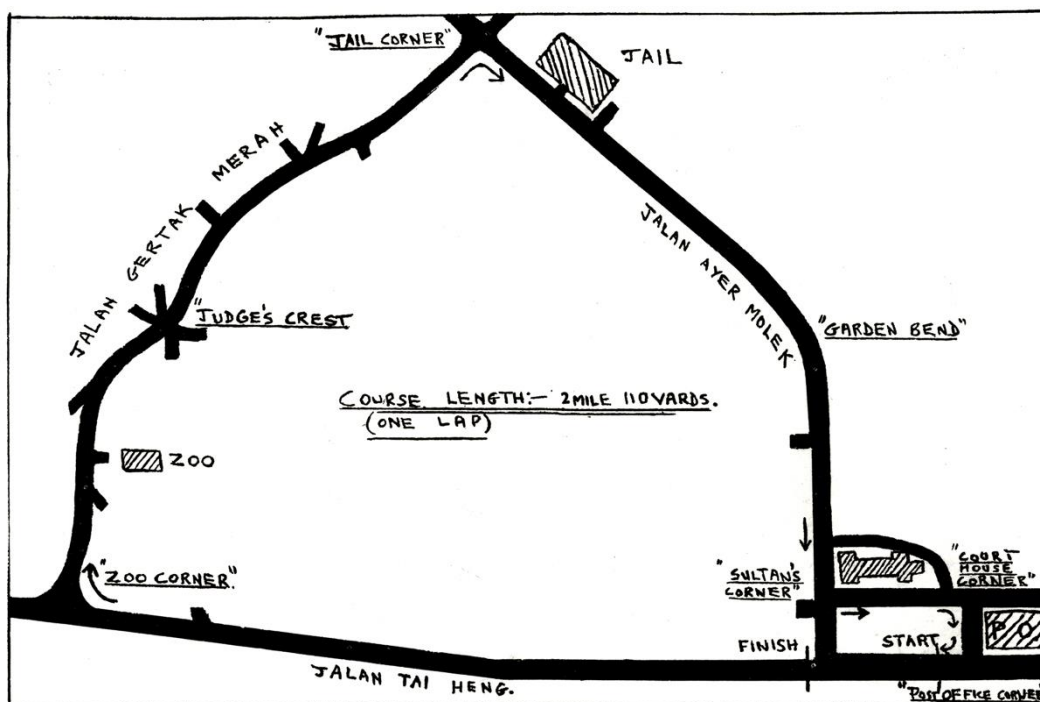
The entry list for the 1949 Grand Prix. Prizes were awarded for the first three entries in the 1,500cc and Under, Supercharged class; and for first and second placed finishers in the under 4,500cc and under Unsupercharged and the 1,100cc and Under, Supercharged class. Note the typo under the C.O. Jennings entry - it ought to read 1,250cc (it was a modified MG TC he called the Black Draught). Most of the Specials featured in the entry list are covered in Monsters & Mavericks

The regulations for the Grand Prix specifically forbade closed bodied cars. There were no six-wheelers entered.

A "Grand Prix" race is usually run over a distance of 300 miles or less. Our main race today is only over some 30 miles. We however, are beginners. In any case for a long race, we would need a road circuit that can be closed all day. One day we shall find such a course and then Malayan Grand Prix racing will be in earnest.

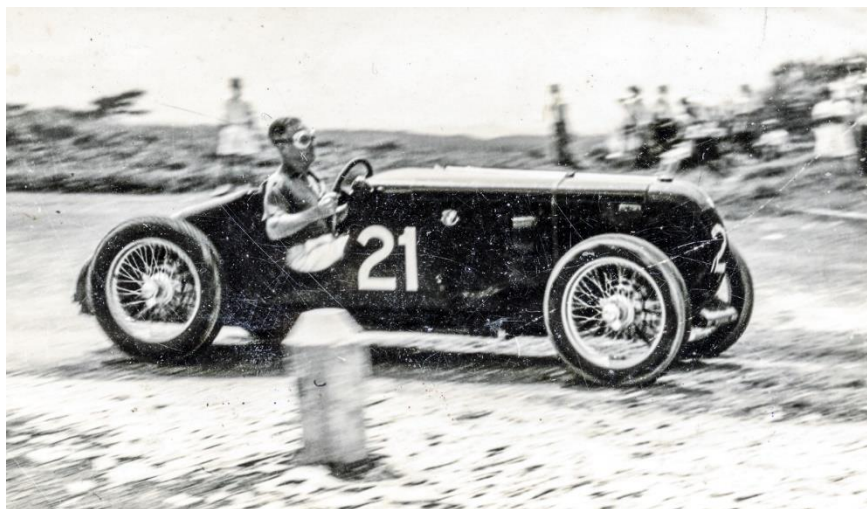
[From The Johore Grand Prix and Road Races program, Sunday, 2nd October 1949]





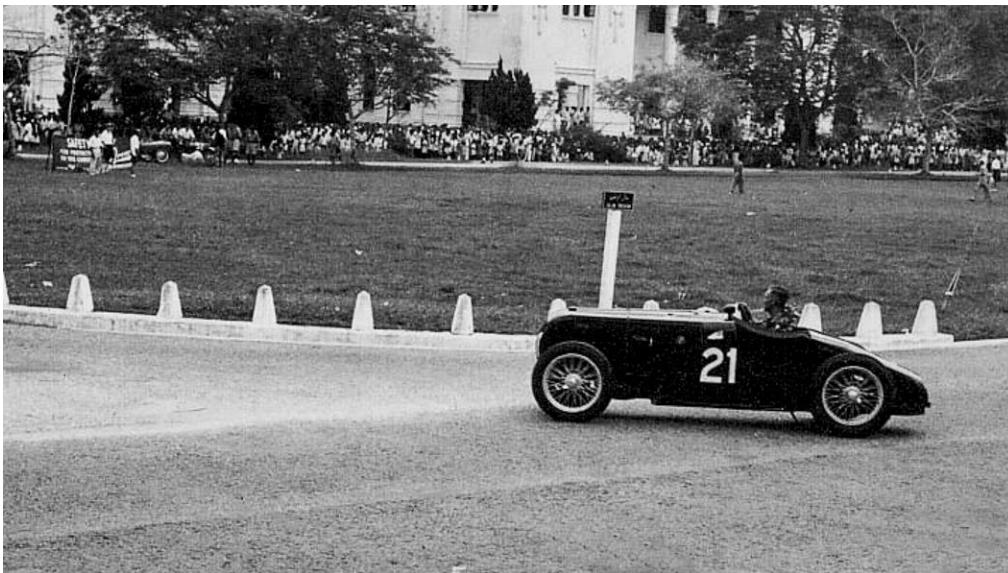
The Johore Grand Prix Circuit as it was in 1949 and 1950. There were just five bends that needed to be negotiated over the 2-mile clockwise course. Start-Finish was after the Post Office and on

Jalan Tai Heng in the direction of Zoo Corner. Zoo was a right-hander that ran past the Johore Zoo to the right and along Jalan Gertak Merah before another right-hander at Jail Corner towards the Gaol to the left. The cars would then race along Jalan Ayer Molek, past a right-hand curve called Garden Bend before the approach to Sultan's Corner, a sharp left that led to Court House Corner before a sharp right towards Post Office Curve and back onto Jalan Tai Heng and the Start-Finish line. With the construction of the grandstands there would also be a need for ample parking. Spectators were allocated parking space near the Customs shed just after crossing the Causeway with Singapore.



Mick Jennings had already participated in the 1940 Johore Grand Prix and was a regular at events up and down the Peninsula. The photo shows him in the Black Draught Mk1 at the Bukit Batok Hill Climb in Singapore.

Jean Falconer, wife of John Falconer, British Resident Commissioner to Johore between March 1949 and July 1952, presents Mick Jennings the laurels for winning the first post-war Johore Grand Prix in his Black Draught. Looking over is Clerk of Course (and Bentley man) Paul Gibbs Pancheri (assisted by a young Michael Pancheri).



Lap of honour for Mick Jennings and his MG TC "Black Draught" with its distinctively sloping tail. All in all, there were three iterations to the Black Draught. Jennings had a good

relationship with the people in Abingdon - he would get parts from test cars and ship them back to Malaya and was great friends of John Thornley and his wife Joanna, as well as Syd Enever, MG's chief engineer and designer of the record-breaking MGs.

This really puts a spanner in the works, doesn't it? Does this therefore mean that Cyril Oswald 'Mick' Jennings (his pre-war mascot on his K3007 was Mickey Mouse) was the first person to win a Formula 1 race in an MG (an MG TC Special called the Black Draught)? He wasn't the last, because in 1950, another TC (Supercharged) won in Johore as well.

RACE RESULTS for all classes (top three positions)

1949: Grand Prix 15 laps: C.O. 'Mick' Jennings/Black Draught MG TC; Jimmy Milne/J.D. Ford V8 Special; S. Theraviam/MG TC

Fastest Time: Lim Peng Han/L.A. V8 Special & Neil Moncrieff/Kudensay V8 Mk I 2:04 (59.68 mph)

Overall race time: 34:36 (avg 53.60 mph)

Previous lap record: NA

Cars 1,500cc and under Unsupercharged & 1100cc Supercharged 10 laps: C.O. Jennings/Black Draught MG TC; Chia Eng Quee (entered by Wong Loon Cheong)/Silver Arrow I; S. Theraviam/MG TC

Fastest Time: Unknown

Overall race time: 23:39 (55.2 mph)

Previous lap record: NA

Cars 1,100cc and under Supercharged (same race as above): Chia Eng Quee/Silver Arrow I

Links to REFERENCES

[Johore Grand Prix 1949-1953](#)

[The Malayan Special](#)

[C.O. Jennings - Racing a K3 before the war](#)

MGs at the VDCA 2022 Peach State Vintage Classic

By John Fontanella

Six MGBs (John Hamilton (GT/V8), Stan Heath, Elliott Konsin, Zachary Lane, Mike Morrison and me) and two MGAs (Carl George, Burton Stein) had a lot of fun at the VDCA 2022 Peach State Vintage Classic at Michelin Road Atlanta 17-18 September.

Five of the MGBs (four Bs and one A) can be seen in the following picture:



Racing through turn 12 at the bottom of the big hill--Photo by Christine Nettleship

Here are pictures of two more MGBs on the track at Michelin Road Atlanta:



Photos by Christine Nettleship

VDCA at Road Atlanta has been happening for the past 15 years. For many years the event took place during the Veteran's Day weekend but last year it was switched to October. This year it was moved even earlier. That worked out well because the weather this year was beautiful, low 80s, low humidity and no rain.

Only about 50 or so cars came to play. The people who now maintain my car, Baucom Motorsports, brought 4 of them. They brought an eclectic mix of cars, the Fiat and my red B in the first picture, the yellow TR3 in the third picture and a Miata. It worked out well because we were all in the same race group and that made it easy to know when to go to the grid. In fact, there were only two run groups. That led to the most seat time that I have ever seen scheduled on a single day. There were 6 half hour sessions that each group could participate in on Saturday. For the MGs there were two practice/qualifying sessions, a British production car race (URLs for the view of the British car race from my car are <https://youtu.be/NF8hB6AqgtU> and <https://youtu.be/h1G23D84yy8>. My camera ran out of storage, so the end of the race was not recorded), a fun race, the feature race and the Lucky Dawg Race. The Lucky Dawg race was a "gimmick" race where the winner is the car that finishes closest to the middle. There was a nice dinner hosted by the track in the evening. Sunday morning started out with a 1-hour Enduro. After a 2-hour quiet time, there was a half hour race. An all-comers race was scheduled for the afternoon but didn't happen presumably because everybody was exhausted and/or satisfied with the racing by then.

Drivers at VDCA events usually play nicely together and the behavior at the Peach State Vintage Classic was no exception. Despite the wide range of cars in each run group, there were no racing incidents. Even the 4 Miatas behaved themselves. Mike Jackson, the Race Director and main guru of VDCA, tells me that there were only a couple of off courses and passing under yellow and one off-course car MAY have brushed a guard rail or tire wall. The Drivers Committee spent the day hanging out with the Maytag repairman.

Here's hoping that they do it again next year. Michelin Road Atlanta is an outstanding track. In fact, it's my favorite. There are lots of elevation changes and challenging corners. It's the only track so far where I have found significant differences between left-hand and right-hand drive MGBs. Right-hand drive cars make it easy to negotiate Turn 12 (at the bottom of the big hill). On the other hand, I never did find a good way around Turn 5 (coming out of "The Esses") with right-hand drive. However, Turn 12 is much more exciting with a left-hand drive car and Turn 5 is straightforward. My guess is that with either right-hand or left-hand drive, Turn 12 and the following mini-straight is the fastest that you will ever drive an MG.

I have an enclosed trailer that I would like to repaint as the sides, that are very dark green, are scratched up. The aluminum side panels are powder coated and given that, a trailer refurb place I contacted said they cannot do it as the powder coating is too hard to remove and a re-spray does not stick well to the powder coating.

I have considered a vinyl wrap but that is pricey for something that will last 5 years at best. I was wondering if anyone has experience painting over powder coated panels.



Mark O'Day
mdoday@comcast.net

I and my company Thomas Historics have been selected by ACCUS to provide FIA Historic Technical Passport (HTP) Inspections for the United States as my predecessor, Jeremy Hall has retired. I would like to take this opportunity to introduce myself to you. Since I was 18-years-old I have worked professionally as a mechanic in IMSA and vintage race teams. Two years ago I decided to retire from the road crew and start my own vintage racecar sales business which has now branched out into inspecting for the FIA and ACCUS. I am based out of Mooresville, North Carolina (Race City USA). With being based in the United States it allows me to better serve your needs for HTP Inspections. Below is how my inspection process works:

- Schedule your inspection and I will be out to your cars location within 2-3 months (sooner depending on availability)
- After inspection is completed, your final inspection report will be sent to ACCUS within 45-days
- One flat rate fee from Thomas Historics with no additional travel fees
- If you have more than one car needing an inspection with the same owner at the same location, I offer discounted rates

Currently, I am booking inspections for 2023.

If you or any of your clients need an inspection, please feel free to reach out to me for more information.

I look forward to hearing back from you and hopefully working together!

Sincerely, Brooks Thomas Mobile: (828) 200-2822
Email: brooks@thomashistoricracecars.com

IF YOU READ BOB COLAIZZI'S ARTIST STATEMENT YOU MAY HAVE NOTICED THAT ONE OF HIS ILLUSTRATIONS IS ABOUT DOREEN EVANS. Here is her story

DOREEN EVANS

From Speedqueens, August 2011



Doreen in 1935

Doreen was born into a motoring family in 1916. Her two brothers, Denis and Kenneth, were both racing drivers, and their parents were long-standing members of the Brooklands set. All three Evans children learned to drive as soon as they were of age, and all three got their start in motorsport very young. They initially competed together in MG J2s, in sprints, hillclimbs and trials.

Doreen raced at Brooklands from the age of 17. Apart from Ivy Cummings, who was not an official competitor, she must have been one of the youngest women to drive on the Brooklands oval. Her next racing car was another MG, a Magna L-Type, and her first major event was the five-lap handicap at the 1934 BARC meeting, in July. A couple of weeks later, she was third again, in the Light Car

Club's annual relay race. She was part of a three-woman MG Magnette team backed by the MG factory. Her team-mates were Irene Schwedler and Margaret Allan. She finished one place above her brother, Kenneth, but failed to win the Ladies' Prize, after the Singer team of Kay Petre, Eileen Ellison and Sheila Tolhurst exploited a loophole in the rules, stating that the Ladies' Prize, and the Le Mans entry that went with it, could not be awarded to a team in the top three. They sandbagged and finished fifth. In October, Doreen won a Ladies' Handicap on the Brooklands Mountain circuit in an MG Q-Type, defeating Fay Tylour and Bill Wisdom.

Using a rebodied version of the Q-Type, she won the Outer Circuit race at the Brooklands March meeting in 1935. In yet another MG, an R-Type, she and Kenneth entered the Brooklands 500 Mile race, but did not finish due to valve trouble.

Despite not winning the LCC Ladies' Prize, she was part of the works MG team for Le Mans in the summer. George Eyston was managing a three-car ladies' team of Midgets, all three of which finished. Doreen was in the middle in 25th, driving with Barbara Skinner. The team became known as "The Dancing Daughters", perhaps after a radio show of a similar name.

Away from circuit racing, she competed in that year's RAC Rally, driving an MG Magnette, and scored a class win. In May, secured the Ladies' Record at the Shelsley Walsh hillclimb, driving the 750cc MG R-Type. In September, she was involved in a battle for that same record with Kay Petre, her rival who had risen to prominence at the same time. A mistake during the final run-off gave the award to Kay, in her White Riley.

In 1936, Doreen drove the R-Type at Brooklands, finishing third in the BARC Second Mountain Handicap. She entered the Brooklands International Trophy in the same car but suffered a dramatic accident. Her car caught fire and crashed on the Members' Banking, although she had slowed it sufficiently to allow herself to jump out. Although she suffered only minor injuries, the car was badly damaged. She was also scheduled to compete in the Tourist Trophy in an Aston Martin, but her team-mate, Alan Phipps, crashed out on the first lap, before she got the chance to drive.

Despite this setback, she married Phipps, and moved to America with him. Like her brother Denis, she stopped racing upon her marriage. Later, she earned her pilot's license, and took up flying.

She died suddenly, at home in California, in 1982.

The BoomBoom Special

1962 MGA MkII

Originally built in 1970 by Bill Lahey in my hometown of Redwood City. Bill raced at Vaca Valley, Cotati, Reno GP, Laguna Seca, and Sears Point. The original SCCA Log Book is still with the car. Results have been found in old race programs from Cotati and Vaca Valley.

After a few years, Bill decided to sell the MGA, placing it on El Camio Real with a for sale sign. Jim Weissenborn saw the car, made the call to Bill and bought it on the spot.

Jim raced it primary on the East Coast and is pretty well known among the MG community always racing with MGVR. On the West Coast Jimmy raced with HMSA, SVRA and CSRG. All this time going back and forth from coast to coast and finally back home to Redwood City. Jim used the car for both racing and family, regularly seen driving around town between races. The irony is that Jim lived less than one mile from where my family lived while I was in high school and he lived on the same street that many of my buddies lived on. I'm guessing I saw the car at some point during those years.



Jim Weissenborn ahead of Jim Holody Watkins Glen

Flashback to the spring of 2000, Fast Eddie Lamantia and myself had decided to go vintage racing again after taking some time off to raise a family. After looking at some of his Dad's photos from his early days of racing, one car stuck out. A 1957 MGA Roadster. We decided then and there that we were going MGA racing. We knew nothing about the cars other than they just look so great in racing trim.

A week later, I was visiting a buddy, Jack Perkins who owned a shop called Automotive Perfection not far from where I lived in Redwood City. There poking out of this shop door was the tail end of a MGA with a roll hoop and 39 on the doors. Of course we had to have it as it was exactly what we were looking for. Old English White, just like Eds Dads car. After a short conversation with Jack, it became clear that it wasn't for sale, in fact the owner was having Jack prep it for historic racing on the West Coast. As it turns out, it was Jim Weissenborns 62MkII. Even though we were a bit disappointed it really got us into the search, but that's another story.

Moving forward to the fall of 2000, Ed and I finally found our first A. We were at CSRG event at Thunderhill and low and behold, there was that #39 MGA that we saw at Jacks shop. MG guys being like we are, went over to introduce ourselves to Jimmy and a new friendship instantly began.

As it turns out, Jack had known Jim for many years prior as their businesses were very close and Jack was the guy you went to for pretty much anything. Highly skilled fabricator, builder, painter, wiring, he does everything and to a level that is quite remarkable. If you've ever seen the 31 and 41 MGAs we owned, that gives you an idea. All Jack.

In the years following Jimmy and I became good friends, professionally and at the track. Jimmy raced the 39 car more on the East Coast. Jim decided to hang up his helmet a few years ago and I approached him regarding his A. Initially Jimmy was not interested in selling. So patiently, I waited, asked from time to time and finally he agreed to sell in January of 2022.

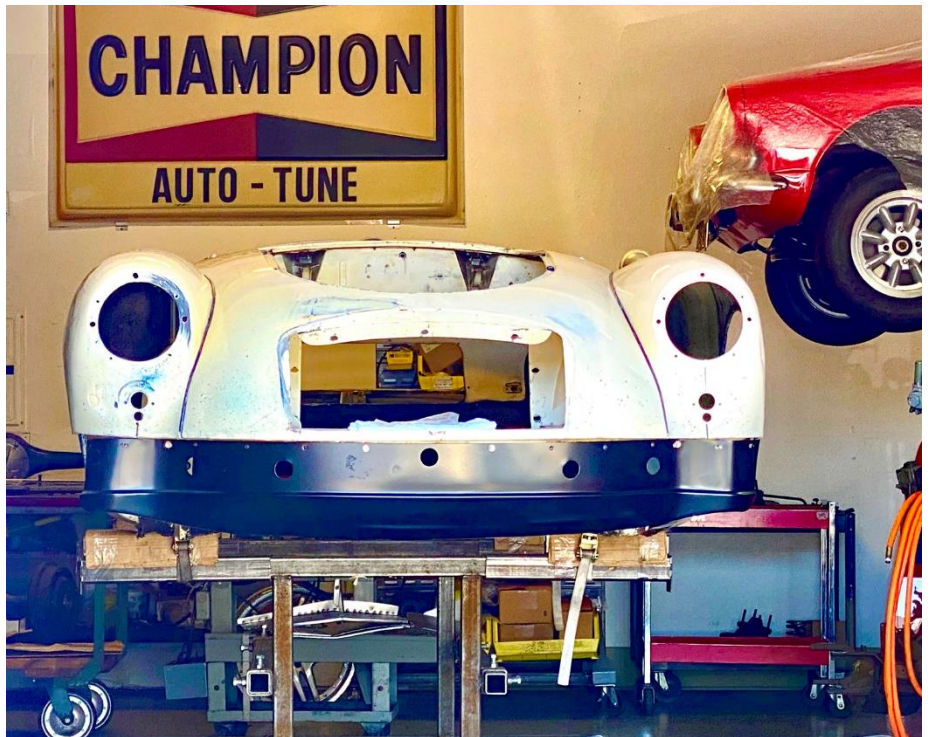


One call to Jack Perkins to see if he wanted to assist in the restoration and he agreed that he would love the project. Jack needed to wrap up a few small projects and by March he had the MGA completely torn down to a bare chassis and frame. Zero rust on the chassis and frame. Amazing to say the least.

Essentially, #39 needed everything redone. After a lifetime of racing, old 39 was tired. Drivetrain to Huffaker, Hybrid diff built by Dave Headly and the extensive parts list began. We updated the uprights to MGB, but most of the other bits and pieces came from the UK or Moss or Ebay or our spares boxes. Moss and Pegasus love us as does our local hardware store that sells every size of grade 8 bolts you can think of. We began to amass the components needed to start the rebuild.

My first task, other than parts resourcing and running was to sanitize the interior and exterior of a very tired and worn chassis. It was the first time the chassis had been off its frame in 60 years and cork was still pliable! The interior alone easily took 20 hours. Then the exterior. It became clear that we need to keep the OEM paint with all of its bumps, primer spots and scratches as it really tells the story of this car. A few days with an orbital buffer and it was looking pretty good.

Frame, roll hoop, and all the key suspension bits and pieces, off to the powder coater. Jack had a few projects come in that needed to be done so the A sat for a period. Growing nervous, I called Jack and told him my goal was September CSRG Charity Challenge race. Of course, he said, no problem! All the while the powder coating was being completed and our collection of parts came streaming in. VTO supplied us with their recreation of the Silverstone wheels, just like the magnesium wheels ran in the day.



We are now in the 3rd week of July and the fun begins. I'm at the shop 6 days a week to assist in any way I can. I swear, Jack is a magician. In 9 weeks, he transformed the bare chassis and frame into a complete race car. Of course, nothing fit properly so virtually every component has to milled, trimmed, filed, drilled or reamed to work properly. Three days before the CSRG weekend, the MGA is complete. Final alignment, brake and clutch bleeding, mirror and harness adjusted and we are ready to go.

We tow up Thursday for tech at Huffaker Motorsports. Friday morning will be our first chance to turn a wheel on 39. We go out early and from the back of the grid so we don't screw up anybody's session. We do two laps, come in and do a walk around looking for leaks and anything that doesn't appear right. Back out, this time four laps and start to work the brakes pretty hard so see what we've got... rear lock up pretty bad, so I come in for an adjustment... rears are now seating in nicely and we get two clicks out of the new shoes. This process continues, I'm watching gages closely and now start to push the MGA as I build confidence. Hoosier Street TDs are begging to come in nicely so we will start looking at tire pressures and any strange wear. Car is running cool, the brakes again need more bias adjustment to the front. Not a drip of anything at this point. Check the oil, water, top off a tad, tire pressure and wear look perfect hot. We park it to do a nut and bolt check, everything to be ready for Saturday as qualifying.

Saturday am, perfect Northern California weather. Starting from the back I slowly build speed and begin catching and passing cars and begin to push just a little bit more building confidence each lap. Short session, 15 minutes, 7 laps. I come in park it and Jack is smiling. I have no idea of where we are on grid. He says your P1. I about fell out of the car. I first thought was that timing and scoring had to be wrong. This just can't be. This just doesn't happen to newly resorted race cars. It was confirmed, we were indeed on the pole. Crazy!

Saturday afternoon race... we grid up, and we are on fire. Three, two, grid rolls. I'm nervous as I have yet to really push the car. After all this is a race and we have 35 guys behind me that want to get by. We come through T11, pace car pulls off, I decided a nice, slow start, pack up the grid real tight... we are easily 200 feet from the starter and the P2 car (Elva Courier) takes off like he is leading the grid... I think, there is no way they are going to throw a green as he is now easily 15 cars in front. The green flies ... aaagh! Head down, I need to go hard as the pack behind took the que from the Elva... 3 wide going up the hill. I'm on the inside and thought, well, I guess we are going to find out really quick how well the car does... with luck the 2 other cars, were racing each other hard and slowed more than they needed to... now the Elva is entering T3 as I exit T2. Gotta go hard as this is a 10 lap race and the Elva should be quicker than my A. Hit my marks, be patient and don't overdrive the car. By lap two, I'm back to the Elva and he knows he's going to have to work hard to keep in front. Patiently I stay on my line, and I get closer and closer. I move right, I move left and fill his mirrors with my car. He misses his break marker at T7, goes wide and inside I go for the pass and the win in the first race of the newly restored 39.

We raced another event in two weeks called the Velocity Invitational. 220 cars are invited to a very Goodwood style event. A grid of 32 cars - Alfa Romeo, Porsche, Ferrari, Austin Healey makes for a pretty quick grid... Two sessions Friday, Race Saturday and Sunday. First session is practice, second is qualifying. Foggy and damp first session... car feels balanced, so I worked hard on braking to find its limits. Good session, top 10 is great. Rear shoes took two to get the pedal back up, tire pressure adjustment, but otherwise we were good to go for the qualifying session. We roll into pre-grid for our 2:30 pm qualifying... I knew I needed to get



there early to ensure we had some open track. Perfect conditions, 70 degrees, cool ocean breeze. Out we go... lap one is to get heat into the tires. Laps 2-4 will be my qualifying laps. Track feels great and there is nothing between me and some good hot laps... For the first time, I really begin to push the cars limits. Each laps feels

Yes, Scott is pushing a GTO for real

good, so I push harder until we start moving around... By lap 5 we are getting into the back markers so I chose to come in thinking my best was done. Needless to say, I was shocked at the results. One second off the pole. Yep, we were pretty happy.

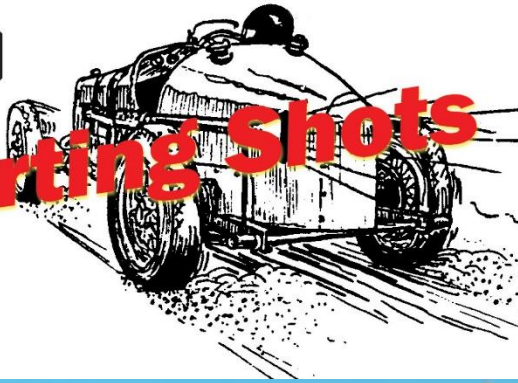
With a failing gear box (brand new rebuild) we did pretty well in the next two races... I did have to point by drivers as finding gears was nearly impossible, but we did finish both races in P6 and P7. We met our main goal, and that was to have Jim Weissenborn see his car back on track. As Jimmy stated, "It was like watching your best friend beat up the local bullies". We are very proud to be part of the MG community love waving the MG flag whenever we can.

See you in 2023.

Best - Scott (Scooter) Brown
MGA #39



Parting Shots



LIKE DOUGLAS MacARTHUR
SAID OF OLD SOLDIERS, OLD
RACE CARS NEVER DIE EITHER.
WHILE SOME FADE AWAY,
OTHERS RETURN TO THE FIGHT.

