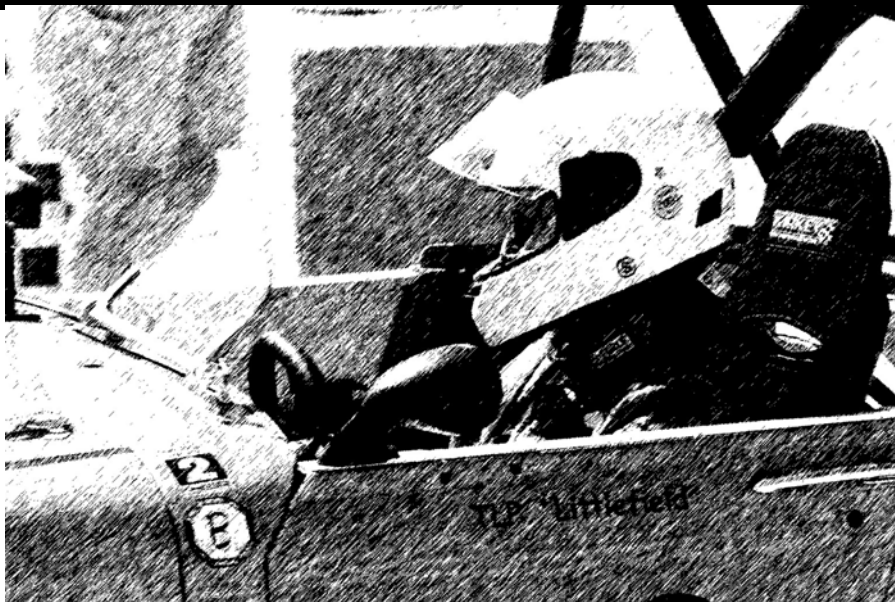


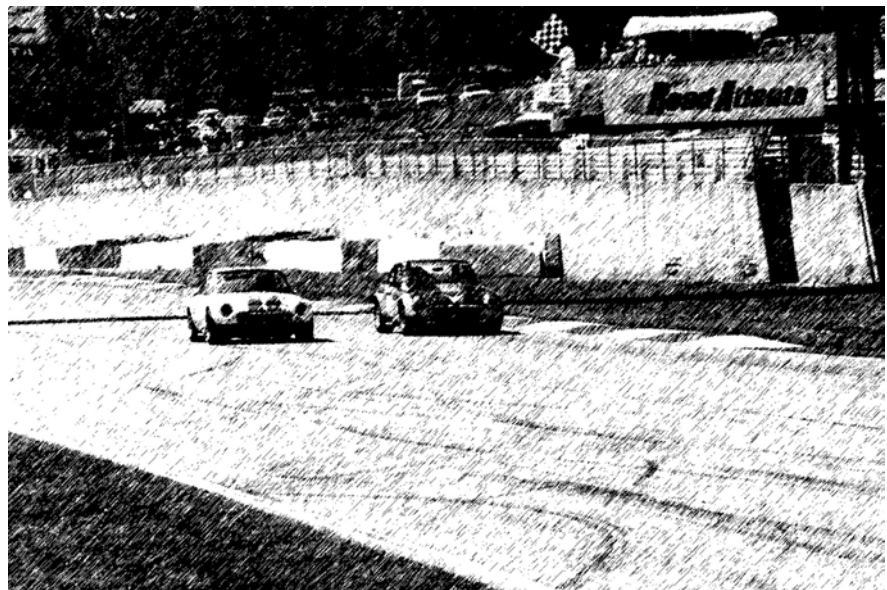
MG VINTAGE RACERS' NEWSLETTER



Focus Event '05 MG—Triumph Challenge

Inside This Internet Issue

Letters to the Editor	pg 3
Race Reports	pg 5
Focus Event Coverage	pg 10
Tech Topics	pg —
News	pg 38
For Sale	pg 33
Regalia	pg 35



The Mitty '05

Vol 25, No. 2
August, 2005



From The Editor:

Greetings once again to all MG Vintage Racers. Welcome to our MGVR Focus Event 2005 Commemorative issue. Many of us enjoyed the better part of three days of racing with fellow MG Vintage Racers and Friends of Triumph, at HSR's Walter Mitty '05 at Road Atlanta. I thank all who contributed to collective memory of this fantastic event. I also want to thank all who contributed to the success of this event., including (but not necessarily limited to) Mark Palmer, Bob Spruck, Bill Bartlett, Jerry Richards, Greg Prehodka, Bob vanKirk, Joe Alexander (FOT), **the folks at HSR**.

Since our last newsletter I have enjoyed track time at New Hampshire with the Vintage Racer Group, Lime Rock with the VSCCA, VIR for the Gold Cup Historics, Pittsburgh Vintage Grand Prix at Schenley Park, and Vintage Racer Group race school. You will find race reports on some of these events within these pages. With the exception of one cracked engine block, #162 (Smudge) has maintained composure.. I admit I roughed up one wheel at Pittsburgh while attempting to pass Jim Weissenborn. Gary Anderson had one helluva bird's eye view of that 'oops'. You will find some yellow paint on one curb at Schenley Park.. Anyone know of any shops that straighten steel wheels? The VRG driver school was one rigorous event, with car control exercises Saturday, and track time Sunday to apply the techniques we learned. I recommend a few weeks in the gym before taking this school, as I was still sore Wednesday after the school.

You have not lived until you have experienced Northwest Connecticut (read Lime Rock Park) in the fall. Imagine celebrating the **MGA's 50th anniversary at LRP** with all its scenic beauty coupled with an all MG race courtesy of the Vintage Sports Car Club of America.. If enough MG's participate, there most likely will be two MG race groups, fast, and slow. Rumor has it the David Ash of MG racing fame will be the guest of honor. You will find the latest participant list in this issue.

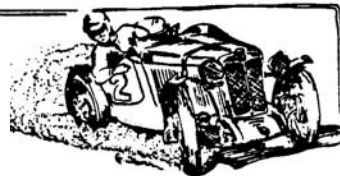
I have included in this issue the MGVR Standard Excuse form courtesy Gerald Storch, adapted for those who plan to miss next year's Focus Event '06, **MG Vintage Racers Silver Anniversary Celebration at Hallett**. Mark Palmer, Reed Yates, and CVAR MG racers have been busy working on the finer details of what could once again raise the bar on MG Focus Events. This event promises lots of track time, along with customary camaraderie, folk tales, down right lies, etc. that we all expect from a MGVR focus event. For you folks here in the Northeast; I plan to hire transport to haul Smudge to Hallett. We should receive special consideration if enough of us choose to transport. I promise to look into it. If any of you have an 'in', let me know.



Now the begging and pleading paragraph. I could use a few race reports from the West coast, the Mid West, and the Southwest. Are there any artists out there. I can draw stick figures at best. This newsletter could use some fresh, new artwork. MG related. Pay is double what I make at MGVR editor. Please apply per above address.

May your next race be a Safety Fast race...Chris Meyers

Letters



Hi Mark

I've been most remiss in not communicating recently, and in particular not thanking you from this side of the pond for all the hard work that you put over the years to both maintain the Newsletter and to take it forward to fresh heights. Chris sure has a job following both you and Greg. The Newsletter is without doubt a fundamental part of the superb success of MGVR in the US. Sincere congratulations, long may the Marque of Friendship prosper.

On matters other I was particularly interested in the article on coatings, has anybody tried these out on T series road engines in particular on the cam or followers? Most will be aware of the high failure rate of cam lobes which certainly affects engines that are not revved to hard.....yes I know that lets out most of your group!! We have over the years carried all sorts of experiments to try and reduce failure which can occur within as few as 1000 miles, full synthetic oil maintained clean has as good as a result as any, but still problems occur. Some T,s in the US do very high mileage compared with Europe, has anybody any comments??

Ron Gammons

Managing Director
Brown and Gammons Ltd

...I was very pleased, flattered and surprised to receive the "Master of speed Deception" award. Bill was a good and longtime friend, knowing he and Allison at our GOF south long before our vintage racing days in the late 70's. I shall wear the mantle of the "Master well and with honor. Received my personal trophy, not a copy but a nice piece of marble with helmet, wheel and checkered flag and a nice personal note from Ford, (He started SVRA). You probably heard, Allison received the news and approved, she passed away several weeks later. Saw the copy in Moss Motoring, and the TSO. THANKS again, Hope I'm included in the Selection next time. Please pass on to Carl George ...

Will (Bowden)

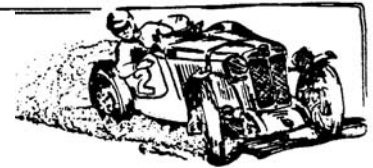
Our congratulations to Will Bowden from all his fellow racers at HSR and SVRA!

On behalf of HSR and SVRA, we also want to express our sincere thanks to all the MG racers who participated in last fall's event at the and recently at the Mitty. Both were outstanding events and we want all your fellow MG racers to know that it has been a distinct pleasure for us and the fans to see the mighty Octagon so well represented. You have a great bunch of racers. Thanks again!

Best Regards,

Howard Turner (HSR, SVRA)

Letters



...we were racing at Shannonville. They held a special memorial race on Sunday for all the vintage historic people. On these regional weekends all classes of vintage cars race together and so the guy leading the race right from the start was driving a purpose built race called a Kiki. It looks like a Lotus 7 on steroids and is powered by a 289 Ford V8.

Everyone was having a great battle, particularly myself in the B, Nick Pratt in a Midget, John DeMaria and Brian Hunt both in Bugeye Sprites. We were swapping positions frequently, I had fallen back as far as 4th place at one point and almost went down to 5th.

Near the end, for a variety of reasons I found myself back in 2nd place. Just before the end of the race, Doug Durrell driving the Kiki pulled off into the pits. I almost followed him, thinking I had missed the checkered flag in the excitement. Luckily I didn't as that was the last lap and so I won the race and got to be presented with the trophy in front of my fellow racers.

When it was over, I thought to myself, there is no way that Doug's car needed to pull off the track. When I questioned him about it, he just grinned and said " the trophy needed to go to someone who was actually racing, I was just cruising around watching the race in my mirrors".

You can't get "in the vintage spirit" more than that.

Joe (Lightfoot) from MGVR newsgroup

Dear Mr. Palmer,

I want to thank you and the group for the kind gesture of sending us the great remembrance photo. We plan to find an area to hang it proudly in our facility. We were glad we were able to assist with your event and ship the cars to Watkins Glen. We now have over 105 cars in the collection. We receive so many requests to participate in events that it is impossible for us to consider all of them, even though we would like to. John Arsenault and our transport driver and wife, Fred and Cathy Cole, spoke very highly of the event. The hospitality shown to them throughout the event was greatly appreciated.

We know how important the Collier brothers were to early racing and to the early MG presence. We were honored to be part of this special weekend.

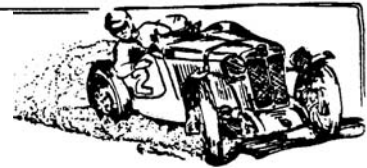
Sincerely, **Scott George, President, CH Motorcars/The Collier Collection**



...As a special MG display, Miles Collier, Jr. sent two of the family's MGs up to the event from their car museum in Florida. Their "**Leonidis**" custom bodied MG-PA/PB - which raced at Le Mans in 1939 - and their **MG-K3**. Both were on display at the MGVR hospitality tent.

Photo and excerpt taken from MGVR web site www.mgvr.org

Letters



Editor's note; This note was retrieved from MGVR e-group. To put it into perspective, a discussion on MGVR's upcoming 25th anniversary races at Hallett led to reminiscences of 'all MG' Collier Cup races at the Glen starting in 1959. .

Frank,

As President of the Frank Mount Fan Club, I feel a responsibility to expand on your story. I was barely out of my teens when the first all MG race was contested in 1959. For those of us who knew chapter and verse of "Maintaining the Breed" we were thrilled when we made the short trip from Binghamton, NY to the center of our universe, Watkins Glen. Upon our arrival we were thankful we were only spectators and not the workers who had to wear those silly sailor hats.

You have modestly overlooked the fact that the Canadians figured prominently in every race. Of course, my personal heroes Bob Bucher (MGA#029) and Sherm Decker (MGA#16) won their share of races the two years they were on the calendar. However, what I really remember is how fast the Canadian T-types were, and you were one of them!! At the time Canadians ran what was known as "prodified" so it was thrilling watching pumped-up TCs running down the As I also remember the North American distributor (J.S. Inskip/Hambro?) providing free parts. Didn't one of your fellow invaders get a free crankshaft? All of this generosity meant the Canadians had more money left over for beer, which they shared with the likes of my friends and me. A much belated thank you, except by the end of the day I was wearing a sailor hat.

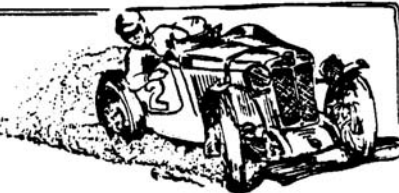
After the races were over, everybody simply drove their race cars home. Ok, that might not be 100% true but why let facts get in the way of established folklore? When I'm in the old folks home it will be those glorious old days I will remember with great fondness and not the vintage races we are so fortunate to experience today. This might explain why I drool whenever I see your car. Thanks for being part of history.

Joe Tierno (MGA#029)



This beautiful car is for sale. See 'For Sale' pages for more info—ed.

Competition



FROM DISGRACE TO FIRST IN CLASS,
or what it is like being the only MGA at MidOhio

by
Tom Baumgardner MGA 254

The SVRA MidOhio weekend in June used to be a really big deal as the vintage races and racers were sometimes out numbered by the Car Show types. But both sets of numbers were way down this year. I knew that Manley Ford was not going to be there and when I found out that John Targett was going to Mosport I thought it might be lonely in the paddock for lack of good MG company and mechanical and racing advice. I need both, and they usually provide my fix.

I went out for the Friday morning session and was relearning the track and being a little tentative as the engine was just back together. I had burned a hole in a piston on a practice weekend at Nelson Ledges with the Mercedes Benz club in April and had run a spare, mostly stock, one at Road Atlanta Focus Event.

After a couple of laps I got passed by a sports racer that I could not identify but I could gain on the straights and even keep up with through the corners. Back in the paddock I finally found the car and it was Bob Colaizzi, an old MG TD guy; the car was a Mark II Elva. And Bob was the hired shoe. I was pleased with myself that I did not lose any ground to him through MO's technical back side. I thought he was just playing with me on the straights but he said the Coventry Climax in the Elva was down on compression and he could not get any more out of it.

The Australian/US Healy challenge was in its 5th and last weekend so there were a lot of Sprites and 100-4's in group 1. Friday afternoon convinced me that the engine was up to the task at hand for the weekend but racing luck struck on Saturday morning. For this event SVRA decided to use the "pro circuit" taking out the "bus stop" going into the keyhole. While shifting down at that corner I blew out 3d gear and limped back in high. I do not carry a spare tranny in the trailer, do you? Two of my crew said they would drive back to my house to take the tranny off the spare engine in the garage and while they were gone Jim Pesta and I pull the engine using a hoist we borrowed from the Aussies. In analyzing what happened, and finally owning up to missing a shift. I realized that with the 4.3 differential that was in the car, I drive all but the back straight in 3rd gear. I call to have them bring the 4.875 that is sitting also in the garage. They bring the needed stuff and we get it all back together in time to go to the track provided evening meal but I have missed the Saturday afternoon qualifier.

Sunday morning warm up and I am out on the track again. My faithful crew members are standing along pit wall and when I come by they think I have blown an engine, so much smoke all of a sudden! I don't notice a thing. Gauges look good, car is handling fine and with the higher diff I can be in 4th gear a lot more. I check my mirrors and think "Wow, someone lost an engine!" But there is no one between me and the smoke. Now I notice a drop or two of oil out of the louvers in the bonnet. But nothing else seems amiss. At the black flag station I see my number so I pull in to the pit lane and shut off at the steward.

I know how bad it feels when you have to get towed in from a corner station. Now I know it is a worse feeling to have to be towed off of pit lane. What had happened is that the feed line to the oil

(Continued on page 6)



cooler came into contact with the alternator fan and wore a tiny hole in it. Oil at 70 psi aimed straight at a fan turning over 5000 rpm gets thrown everywhere! I did not lose even a pint of oil but that pint got everywhere in that engine bay.

We bypass the oil cooler and get set for the Sunday afternoon feature. I do not have a grid spot having missed the qualifying race on Saturday so I start in the back. I work my way through some Spritgets and on the 7th lap as I am getting lapped by the leading Minis I see the only other car in my class, a Lotus 7 America, sitting in the grass with no left rear wheel. It was a heck of a way to get a class win but it was my first.



West Coast MG Action

Greetings MGVR -

Seems the MGVR contingency is fairly small out here on the west coast. While Jim W and Gary A were racing with you, Ed Lamantia and myself (**Scott Brown**) held down the west coast fort with the only two MGAs in the Portland Historics. Lots of Sprites, Healeys, and Bs but As were in hiding. We towed 750 miles from our home in Redwood City (Jims home too) to Portland on Wednesday as the track was open Thursday for test and tune. This was our first trip to Portland International Raceway so we were looking for all the track time as possible. We managed to get 2 sessions in before the rains came. We had lots of help finding the track with the more than friendly local British car owners. Friday came and we were first out for practice and qualify for the Saturday race. Also my 50th birthday (what more could you ask for) I qualified second on grid with a 1:36.0 behind a Louts 11 at 1:34.1. Ed just behind me with a 1:36.3 with an Elva at P4 with a 1:36.4 - Very slow start - 2nd gear at around 5000 rpm - that darn Elva shot past me as expected and my good buddy Ed right on his butt. Long story made short, Lotus 11 P1, Elva P2 myself 57 MGA P3 and my buddy Ed dead last due to an (ahem) driver error, cars ok. Sundays race was in the rain, but that's for another time. What a great birthday, what a great event. HMSA puts on a wonderful show.



VSCDA Blackhawk Farms

Superb weather last weekend at Blackhawk Farms in IL for the VSCDA race. Group 1 (pre-war and T-Types) had 18 cars, including 7 TC's, 4-TDs, and Jack Heist's TF along with Marv Primack's Lester-MG, Bob Sterling's MG NA, Frank Mount's MG TB Special, Bill Goulette's J2 and Scott Fohrman who was racing both his pre-war MG (a C-Type, I think?) and an MGB over the weekend. The only non-MG entrants in Group 1 were a pre-war Aston Martin and a Model A Ford powered sprint car. We paddock almost all of the Group 1 cars together and it makes quite the sight. Blackhawk is a nearly perfect track for these cars quite a few of the MG guys actually drive their MG T-type racers over from Chicago, camp out in the in-field and then drive home at the end of the weekend. Can't get much more authentically vintage than that!

The other race groups included two or three MG Midgets and at least 7 MGB's. MGA's were thin on the ground, wonder why we have so few of them in the Midwest?

Kevin Clemens 52 MGTD



New Hampshire Vintage Celebration...VARAC Report

Unlike John in Group 3, Group 4 got rained on in their Qualifying race on Saturday and things got a bit hairy though generally speaking it was a ton heart-in-the-mouth fun. I realize now that racing must be like war - 90% boredom sitting around waiting for the next session and 10% terror out on the track.

Our group had a sports racer monstrosity 10' wide that just couldn't quite make Turn 1 when the rain really started coming down so his 360 made for a whole bunch of threading the needle from cars behind. Throw in a twitchy Camaro, a superbly driven Mustang and a couple of Datsun 510s with slicks for good measure and look out small bores! The turn 4 hairpin and uphill right was everyone's nemesis - either you hadn't enough power to get up the hill or you were feathering the throttle just to hold the car in a semi forward direction or like Fred Danovitz in the Triumph, you simply tromped it and voila - another 360 - though no damage done. And in the Group 1 Qualifying, a female racer rolled her car when the left rear wheel fell off the curbing and she tried to bring it back on the track too quickly. Her husband, who was videotaping her from the top of their camper, apparently got hurt more than she did when he fell down the ladder in his scramble to get over to see how she was.

The Friday and Saturday morning practice sessions were great. Lovely weather, not too warm and they left our group out for 22 laps on the final Friday practice. Gasp. Wheeze. Speaking of wheezing, I got mildly asphyxiated by the green Genetta's chronic oil plume again following him around in various sessions until I could pass.

As John said, we got 20 VARAC guys to tow to Loudon (and 16 to BEMC?). Go figure. Mind you, there were the usual Quebec contingent there who have an ideal tow from the Montreal area. It's always great seeing those guys out and enjoying their company. A pleasant surprise also were all the significant others who came along for the weekend.

Ross Smith somehow conned me into trying to bump start his FF solo around the paddock because of a wonky starter until I succumbed to fibrillation so I had to rope in two younger guys who finally got him going and on his way to the grid.

The Driver's meeting was a 90 minute epic where we all learned about the VRG philosophy, driver conduct, discipline, spirit, fairness, etc. etc. It really sunk in I must say - 3 black flags in the first two qualifying race

sessions the next day. Considering VRG was trying to get their insurance nailed down and needed a clean weekend, it was a bit of an inauspicious beginning. Had the rain not intervened Sunday I'm sure we would have had a second, shorter, blunter Driver's meeting - and rightly so.

The Saturday banquet was as good as last year with delicious clam chowder, steamed clams, lobster, steak, bbq'd chicken, etc. etc. My Jack Russell had his first foray into the United States and did well so he'll go for more excursions in the future. Richard Navin and his wife were taken down at the US border coming through and had their 4 hamburgers seized - BSE and all that you know - I'm sure it made Eyewitness News. The Customs guys for some reason never took their steaks though which was a damn good thing because I ended up eating one of them on Friday night for dinner

(Continued on page 8)



(Continued from page 7)

Speaking of Customs, I had to pull over and undergo a thorough inspection of the Midget, including a demand to show proof of purchase of the car. Something to consider for all of us in the future as the border continues to tighten up.

Sunday was.....well it wasn't really. Once it started to rain in our Qualifying on Saturday, it never stopped and we (Pratts, Navins, Lightfoots) decided that waiting around for our 3pm feature race probably wasn't such a good idea. But heck, two thirds of the weekend for \$150 and all that time on the track - how could you go wrong?

I'll be back next year fersure.

Nick Pratt

New Hampshire Vintage Celebration /Editor's Report



I enjoyed my third year at NHIS this year. It just would not be NHIS Vintage without some 'liquid sunshine'. With, or without the rain, it is truly a bargain with lots of track time, and a great time watching the bikers. At least this year #162 decided to keep her oil within the confines of the engine bay, although she decided to crack #3 cylinder bore and mix fluids. She held together long enough for me to clock a 9:36 lap; surely a record for NHIS Vintage. I pulled into the pregrid near the back. When I caught sight of Tivvy Shenton and a few other unfamiliar cars, I thought for sure that I was in the wrong group. After almost a full lap, I came in and drove to my trailer. I quickly consulted the grid sheet, realized my mistake, and sprinted to the pregrid, was waved on, and completed my first lap. Duh.

That's my story, and I'm sticking to it...

Your Humble Editor

2005 VIR Gold Cup Historics



Let's see, in the "fastest four cylinder" group, we had Tom Cotter present in his Huffaker National Championship-winning Midget, Jack Cassingham up front in his Midget, Tom Kent in Glenn Hawes' old Midget, then a whole scad of B's with Jim Allen in his GT, Tim Handy, Larry Blankenship, Alan Tosler, Fred Danovitz, father and son Kent and Jesse Prather (who finished third OA in the Group A race and established the first sub 2:19 lap for a historic B at VIR!) as well as John Targett in their Roadsters or hardtop-equipped Roadsters.

Bill Bartlett put on a great show in Group B along with Jay Nadelson, who was "promoted" up from Group C based on his stellar performance in his 1500cc MGA.

Chris Meyers and I had some great racing until I succumbed to overheating woes and he just flat got quicker! Congrats, Chris! (apprentice at speed deception—ed.)

Les Gonda put on a hell of a show in the V8, can't wait for Keith Burnett and Jerry Richards to join in that battle!

Thanks to all the MGVR members for coming out!

-Peter Krause



Simms Cup at VARAC Vintage Festival

As you know, the Festival was last weekend, and despite the date conflict with Mid Ohio was very successful, attracting about 230 entries. There were 17 MGs entered, (not enough for a separate race), so they ran in groups VARAC laid out to assure fairly equal sized grids of around 40 cars. Thus there were classic sedans, and historic and vintage sports cars in the mix. The T cars, Midgets and MGAs ran with other Vintage cars, plus small bore Historic Sports and a gaggle of very quick Minis. The MGBs ran with Historic Sports plus a selection of larger displacement Classic Sedans.

VARAC indicates they want to put more emphasis on the Simms Cup going forward, and thus this year the Cup was awarded at the Saturday evening Banquet....thus it was based on Saturdays races and Qualifying. The winner this year was John Target with following a super drive in his immaculate MGB. John finished 3rd overall in a large field, beaten only by a Porsche 914/6 and a Corvette. Attached are digital pictures from the Banquet showing John with the main Trophy and the Keeper. Also attached is a "human interest" shot of Dan Leonard's young grandson busy cleaning the engine bay of the TD... the young fellow was very proud that he had a job...Dan sure knows how to recruit crew. At Mark Palmer's request I attached the MG entry list... he indicated you wanted to draft one of the guys to write a race report.

John Greenwood (VARAC President) talked to me on Saturday, and he is quite keen to work with MGVR to hype up the Simms Cup so it can again attract enough cars each year to allow for an MG only race....recommend you contact him....I would be happy to help if you think of anything you want me to do.

Regards.

Tony (Simms)

VARAC Vintage Racing Festival – June 24-26, 2005

MG Entrants

Group 3: Historic Production Sports Cars ('62 – Pre '73)

Nick Pratt	1967 MG Midget
Alan Tosler	1964 MGB
John Kinnear	1972 MBG
Joe Lightfoot	1965 MBG
Dan Di Cesar	1972 MGB GT
Richard Navin	1968 MGB
John Target	1964 MGB

Group 2: Vintage Production Sports Cars

Bob Grunau	1948 MG TC
Frank Mount	1946 MG TC
Dan Leonard	1953 MG TD
Ed Cronin	1953 MG TD
Ron/Cameron Watson	1961 MG Midget
Jim Holody	1959 MGA Twin cam
Jason Di Cesar	1960 MGA
Bill Slota	1969 MGB

Austin-Dan's Secret Weapon



J.T. in the heat of battle



John Targett, Tony Simms





CLASSIC
MOTORSPORTS
MAGAZINE
“Walter Mitty Challenge 2005”



Photo Montage courtesy Walter and Lu Pietrowicz





Focus Event '05 MG-Triumph Challenge

Road Atlanta is a day-and-a-morning trip from Connecticut. I pulled into the Road Atlanta pro paddock late morning Thursday. The weather, 70's and sunny, was a far cry from the cold damp New England weather I left behind. Slowly, MG and Triumph racers arrived and set up for the weekend, which promised to be special with two challenge races scheduled for Sunday, along with the usual HSR group races. Thursday was a set up and catch up day for most of us, with the exception of those who participated in the test and tune day (high carnage factor). This was my opportunity to set up the Winnebago and trailer, tech #162 (Smudge), visit with old friends and make new ones. I recharged my personal batteries Thursday.



Friday promised to be another beautiful day. How long would this gorgeous weather last? The MG-Triumph contingent had two on-track sessions to enjoy; practice in the morning, and qualifying 1 in the afternoon. As I looked over my car, it hit me that I left my Hoosier Vintage TD's in the driveway at home. Rats. This race would be contested on "vintage" vintage Dunlop L's. In the end, it really didn't matter. More on that in a bit. First session my fan belt shredded to bits. But I watched some fine racing from turn 10B. A donor generator gave me hope that the spare belt would last the weekend (thanks, Henry).

By the second session, a pattern emerged. I would dice with a group that included Dan Leonard, Tom Baumgardner, and Lou Marchant. I could enjoy racing with this group anywhere, any time. The weather, and track conditions could not have been better Friday



Photos by Greg Prehodka unless noted

nothing without control. **PIRELLI** Power is nothing without control.

Classic Motorsports magazine



The Mitty '05

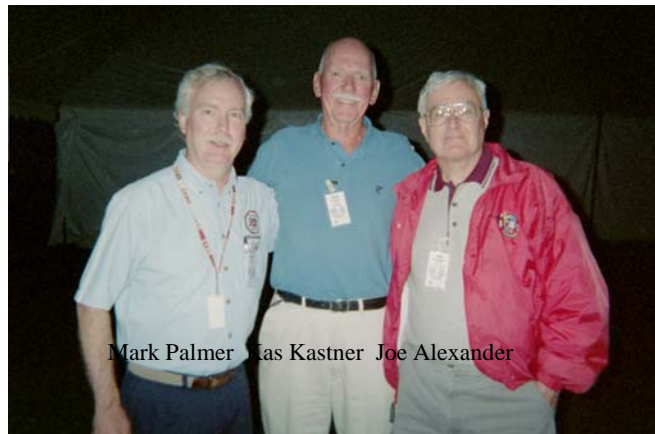


afternoon.



After Friday's wheel to wheel stuff, I took the opportunity to visit with two high school friends who I haven't seen in over 20 years. These characters would become my 'crew' for the weekend. After sharing a few(?) adult beverages with Rob and Steve, it was up the hill to the MG/Triumph Dinner and Party at the Classic Motorsports Tent. Dinner was Chinese Buffet; shrimp/chicken fried rice, chicken teriyaki, other chicken items, stir fried vegetables, etc. After dinner, we were

treated to guest speakers Kas Kastner, and Peter Thornley. Kas Kastner served up story after story of his years as Triumph-US Competition Director. Whatever it took to win, Kas either had it, or found it! He brought a level of intensity to the racing scene that few others could match. Peter Thornley, author of Mr. MG, talked about his life as son to John William Yates Thornley, General Manager of the MG factory from 1952. John Thornley understood the good and the bad to factory backed competition motor sports. As a young man, Peter had an insider's exposure to MG factory competition cars. Sometime during the evening Mark Palmer and Joe Alexander, (Friends of Triumph) conducted necessary MGVR and FOT business, including the handing over of MGVR Editorship to yours truly. Phew, what an evening!



Saturday morning's weather was questionable, at best. This vintage racer decided to pass on the morning session in favor of a well rested car and driver for the afternoon qualifying session. This strategy shaved 4 seconds of my previous best lap time. Dan, and Tom also improved their times, indicating to me that a new strategy was needed. Dennis Delap in his TR-3 decided to join us in our own little race.

Saturday evening's bench racing commenced at Dan and Vicki Leonard's bivouac. With wine and beer aplenty courtesy of our hosts, the bs seemed endless. Ben the Wonder Dog taught us how to sneak up on a foam frisbee. Afterwards, some again went up the hill to the Walter Mitty Social and Auction, while I prepared dinner at the camper for Rob and Steve.

Sunday arrived with sunny skies and a cloudy mind. There was much happening at MGVR Central. Will Bowden was awarded the second annual *Bill Parish-Master of Speed Decep-*



tion award (see article, page 27). Lou Marchant received the MG Spirit Award, The Copper Bucket (see article, page 27). The MG-Triumph Challenge spilled over to the paddock where the Valve Cover Race was won by Prehodka/Finne piloting the MG Midget 'Eliminator'.

the grid. This group passed me just after turn 1. Smudge and I held our own at first, dicing with Lou, Tom, Dan, and

Dennis. About lap 4 the wheels came off (figuratively). I immediately blamed the scoundrels who kept me at the poker table 'till 3 am. Turn Seven, arguably the most important turn on the course, became a mystery to me. Out of the blue. Several wave-bys later, I fell into chasing mode and tried (but mostly failed) to recover some dignity. I admit to sneaking by Dan Leonard as he came up on slower traffic. At the front, Henry Moore broke into the early lead, holding off Stan Edwards while the larger displacement TR-3's of Jeff Snook and Randy Williams gave chase.

Then the race was over! Jeff Snook and Randy Williams, who started in the back of the grid, finished 1-2 while Henry Moore finished third in his MGA. By all reports, everyone had fun.

MG-TR Challenge Race Group B was a photo finish with the MGB V-8 of Jerry Richards besting Les Gonda's GT V-8 by .042 seconds! Mark Thomas finished third in his '71 Triumph Vitesse. There were several Triumph/MG duals in Group B, including Bill Babcock in the Triumph Peyote Special, and Jesse Prather's MGB (B.B. by .11sec), and Bill Dula (MGB) vs. Eugene Hammer(TR 4)-Dula by .8sec. Some exciting Triumph on Triumph, and MG vs. MG action as well. Joe Edwards (TR 4) bested Jack Drew (TR 4) by .7sec, while Dave Burrows' MGB roadster nipped Stacy Rogers' Midget by .2sec. In the battle of the Midgets, Chris Silvestri edged out Steve Coleman by .4sec. What a great race.

By most accounts, everyone treated their brother and sister racers with respect on, and off the track.

A report by your humble editor

At 2:30, MG-TR Challenge Race Group A began. Do to an "oops" at Saturday's qualifying, a small group of faster Group 1 cars started at the back of



Jay Nadelson Joe Tierno

Carl George

Photo courtesy Walter and Lu Pietrowicz



Group B Photo Finish



Focus Event '05 My Favorite Memory of Mitty Weekend Your Feedback



It was a fantastic time. I'm really glad we signed up for both the MG/TR group and the HSR Group 2 races. Track time became reasonable for the length of the tow and entry fee. Particularly since the Saturday morning sessions were basically rained out and the Group B afternoon session was (ahem) rather short. What a fun track! It was our first time. We probably wouldn't have gone to the Mitty without the MGVR "Focus Event" and we're very glad we went...

...Made some new friends, including Craig Chima, who gave me some great advice on some mods to the Midgets. Got to meet Kent Prather, who seems like a very nice man. He committed to going to Oklahoma, which is not too far from his base in Kansas. While on that subject, I encourage all of you to consider coming to Hallett, Ok. next year. It isn't necessarily a legendary track and there aren't any wineries nearby, but you'll get a warm welcome along with more track time than you've ever had before! Particularly when compared to the Mitty, the Zippo, the BRIC, etc. The seat time/entry fee ratio will probably be the highest you've ever seen. Although a half-mile shorter than RA, for example, the length is taken out of the long straights, so you won't have time to file your nails waiting for the next corner to arrive. There are lots of corners and elevation changes. It is a great track for MGs! I realize it is a long way to tow for the northeasterners, but, hey, I've gone to the Zippo twice and that's 3200 miles round trip from Houston! Time for you guys to make an effort.

Dave Littlefield 1974 Midget 'The Gnat' #57

IN my humble view: It was a great weekend, by all measures, and while a couple of cars mysteriously broke (George Pardee's brand-new engine in his TF somehow seized early on) I didn't witness any MG or Triumph carnage - if you don't count:

- Will Bowden's traditional spin at turn 5 during the MG-TR "A" feature which is the same thing he did at the same turn in the same car - and probably the same tires - in 1983 (I took pictures then), so I guess Will's of the school that once you have a line that works, you stick with it!
- During practice on Friday, a TR3 and the gorgeous NA of Bob Sterling apparently ended up tussling for the same bit of track. Result: minor dent in the NA's



Photo courtesy Walter and Lu Pietrowicz



left rear cycle fender, and considerably more cosmetic carnage to the Triumph. "One of them racin' deals" was the conclusion of the post-incident discussions.

- Mysterious gremlins seemed to haunt Joe Tierno's MGA, but when race time came, he was among the leaders...

...My most fun of the weekend was in the Group 2 race (I had turned over the wheel of the #76 TD to my truly vintage MG-vintage racer Mike Lewis for the MGTR race) where Pam Littlefield shadowed me and filled my mirrors for the entire race...

Manley Ford MG TD #76

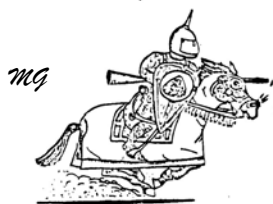
First time running with MGVR. I have never been welcomed so warm, so immediately. Camaraderie is # 1 with this club. Driving standards are above average, courtesy prevails despite competitiveness.

Stefan Wiesen 1959 MGA 1600, car # 7

Wow ... really hard to boil it down to one favorite! Great track, really enjoyed running with the T-series and MGA's, enjoyed the Panoz tour, lots of things. I suppose my personal highlight was seeing the Parrish Award go to Will Bowden, and the MGVR Spirit Award going to Lou Marchant. I cannot think of two more deserving candidates! There is plenty of recognition for the fastest drivers on the track, but I think our MG Vintage Racers have done a superb job of recognizing people like Will and Lou who might never win a race but truly demonstrate the spirit of MG vintage racing.



Mark Palmer (Editor, MGVR Newsletter) 1957 MGA roadster #185



Focus Event '05

Competition



...had the most fun a guy can have “without a race car!” Gracious hospitality in the paddock from the Leonards, Smith’s, and others. I was even offered an unheard of “Noon time Beer!” (had to be Rob and Steve—ed.) The Texas contingent was awesome! And I got to watch my buddies race – a rare occasion, (hopefully).



Bob Schoeplein

Overall a fantastic weekend. Enjoyed meeting and racing with our Triumph friends, as well as all of my MG friends. Got to meet Kas Kastner of Triumph fame and hear some of his war stories, as well as some of Peter Thornley’s MG tales. His father was the “MG Works Manager” back in merry old England. Also, most significantly for MG racers – Mark Palmer, who has head MGVR for the past 10 years, officially turned over the organization to Chris Meyers, although Mark will stay involved in supporting roles. Kudos to Mark! Chris – you have your work cut out. Having my daughter Rachel crew for me was wonderful, as she waits until the day she is old enough to race my MG. MGVR “Focus Events” have become very much a “Family Affair”. Great to see old MG vintage racer Mike Lewis reappear again – sans MG – but Manley Ford graciously let Mike race his TD some of the races!



Greg Prehodka MGTD, #53

My most memorable moment just had to be when the Road Atlanta corner workers presented my car with a signed checkered flag (signed by the corner workers) signifying the N-Type as their favorite race car that particular weekend -- something I'll never forget.

Bob Sterling and Old #41, 1934 MGNA





What a great weekend with a lot of fun and some very close racing! I think the cars on the grid in front, beside or behind me were all within two seconds of each other for our best posted times! Mark Palmer and I had great close racing all weekend. I salute Manly Ford for his great driving with the fastest MGTD I have ever seen! It was a great feeling to present the Bill Parish Award to Will Bowden and seeing his pit crewman, Tony Roth. Will is very much like Bill in that it is always fun to be in his company and see the twinkle in his eye. Congratulations again Will! "Thanks" to Chris Meyers for taking over the newsletter and "Thanks" to Greg Prehodka for his vision and the preservation of MGVR



V. Carl George

I just wanted to pass on a small but important "anecdote" from the Mitty this past weekend. I was there on Saturday spectating.

As some of you may know, Eddie Beal's Huffaker MGB has been in the throes of a full "roisserie" restoration by Hap Waldrop at Acme Speedshop over the past six months. The car made its racing debut at the Mitty (reassembly was completed the day before), and the car still needed a bit of sorting (carb and distributor issues). Rick Haynes, Fred Thomas, Craig Chima, and Gary Johnson (and others I am sure) rolled their sleeves up and jumped in to help Hap and Eddie work on the car – until late Friday night. There are quite a few SCCA National Championships amongst this group, so the car was in good hands.

After limited track time on Friday, the Huffaker B went back out on the track on Saturday (once the rain had moved off). After the session, Rick Haynes found that the pinion gear was loose, and said we needed another 3.9 diff, preferably welded. So I offered to go find one in the paddock. I went down to Dick Luening's Killer Beez paddock area, and asked around. About 30 seconds later, Dave Bralich walked out of his trailer with a 3.9 welded diff. No questions asked, just "here you go, see you out on the track". One racer helping another get back out on the track to go racing. (Hap Waldrop stopped back down shortly thereafter to get return address information – to either mail a check or to return the diff).

To borrow a line from Robert Duvall in "Days of Thunder" (albeit out of context) – "This is what it's all about." While I didn't get a chance to drive with all of you this weekend, once again I was reminded of how much a privilege it is to be considered a member of the MGVR. It truly is inspiring to see a bunch of people helping each other out with the only goal being to see another MG get on the track. I look forward to having



the opportunity to race with all of you again soon.

Rick Starkweather

My gonads are still recovering from trying to keep the peddle down all the way thru the last high speed sweeping turn. Fantastic weekend, thank you for all those who organized and attended the event. (hope you are fully recovered by the VSCCA 'Fall Finale-MGA Anniversary'—ed.)



Jim Holody #51 MGA Twin Cam

... I was driving Peyote (TR3 Powered special) not an MG. Still...Road Atlanta is a great track, some very technical sections, some very fast sections. Everyone says it's been emasculated. I didn't experience the original, but I liked the track just fine. I'd rate the track in the top ten. The organizing body I'm not so sure about. I was surprised at the interpretation of vintage. I didn't mind it, I just didn't expect it. If I had known how wild and wooly they are Peyote would have been on slicks, not Hoosier Vintage TD's. I had really good races with a lot of folks. Group three was amazing--lots of 914-6's that were awfully fast. Lots of 240 Zs and recent BMW's, etc. I qualified second, finished the races somewhere about tenth. Fun. The MG/TR challenge was a hoot. Those V8 MG's were fun, and so were the fast MGB's. The Kastner/Brophy Vitesse turned out to be a lot faster as the event went on. I made a disastrous tire choice (tried some Bluestreak 50 series and didn't have enough ground clearance) so I went backwards and wound up 6th or seventh after a spin. The parties were pretty low key, I thought. But then I don't consider a party to be a success until at least one emergency service is called.

Bill Babcock

TR-3 Peyote Special





It was a privilege to be part of the organizing party. Glad it all went to plan and thanks to every one who made this event possible. Its gratifying now its over to have been able to contribute and give a little back to a wonderful organization. Jack Woehrle deserves thanks for the helpful attitude he demonstrated prior to and during the event. Please encourage our members to pass on thanks to Jack.

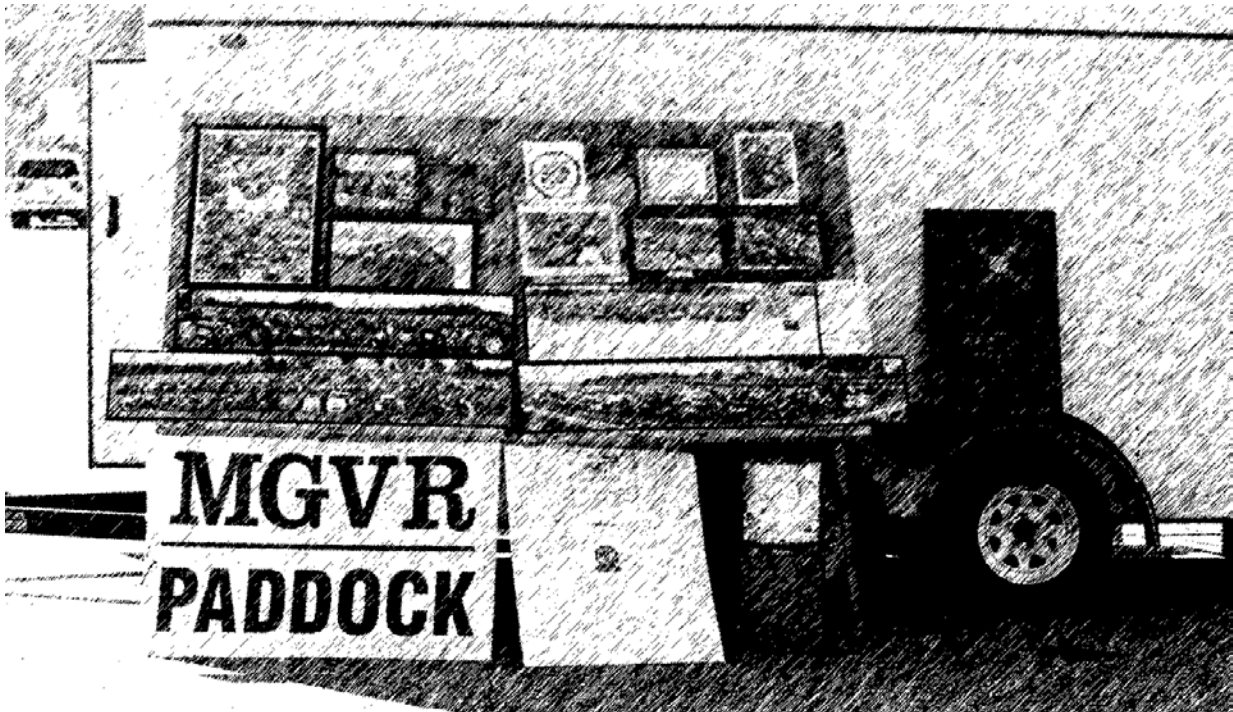
I'm sure we all have many Triumph buddy's and were glad to be associated with them at the event and thanks to Richard Taylor for encouraging his group to attend even though the Triumph guys don't like to be organized or so they say.

By the way that photo finish was a little closer than expected!!!

Jerry Richards **MGB GT V-8**



Focus Event '05



Focus Event '05

Competition



Photo montage courtesy Walter and Lu Pietrowicz

The Mitty '05

Competition



Photo Montage courtesy Walter and LuAnn Pietrowicz





Photo Montage courtesy Walter and Lu Pietrowicz





Valve Cover Racing Rules

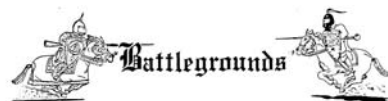
- * Valve covers for the MG vs Triumph race must be from any of the cars produced by the marques. Any valve cover is allowed for the general race.
- * Maximum wheelbase is to be 24".
- * Maximum track is to be 12".
- * Maximum weight is to be 30 pounds.
- * Maximum wheel diameter is to be 6".
- * Each car must have four wheels.
- * The only motivational force is to be gravity, nothing mechanical, electrical, etc.
- * The launch ramp is to be 8 feet long, the track is to be an 20 additional feet.
- * Any car crossing the centerline and interfering with the opponent's car, will be disqualified.
- * Each run will consist of three heats. The winner of any two heats will continue thru the competition to the next round of heats.
- *The first car to cross the finish line without any disqualifications will be the winner of that heat.
- *Lanes will be swapped between heats.
- *Car owners are responsible for catching/stopping their own cars.
- *The start gate is to be controlled by an independent person.
- *All cars must be designed so that they are held in place at the start gate by the most forward portion of the car.
- *You cannot have any portion of the car breaking the plane of the start gate.
- *The object is to have fun, so do so

These rules are not designed to eliminate any car from competition. If your car does not meet any of the rules, please find a Valve Cover Racing official to discuss your problem. We will make all efforts to get your car in the race. Good Luck!



In some of the most exciting "Valve Cover Racing" the South has ever scene, the "Jersey Eliminator" blew away the competition and took home 1st overall honors this weekend, in a support race to the "Walter Mitty MG-Triumph Race" at Road Atlanta, Georgia. Although challenged by others as being overweight, it passed scrutineering OK. The MG Midget "Eliminator" valve cover racer was built by master valve cover engineer Jim Finne, and driven by noted vintage MG racer Greg Prehodka. It just kept blowing away the other valve covers one after another in elimination heats! In the final round of racing for the win, it just nosed out the other valve cover by a margin of two inches at the finish line, and was declared the "WINNER"! There was only one minor incident during the event, when some stranger tried to stop the "Eliminator" just past the finish line with their foot, not realizing the forces involved, and was almost eliminated himself. Fortunately, no toes were broken.

The competition was sponsored by Classic Motorsports Magazine, and for the winning team, Jim will receive a free one year's subscription to Classic Motorsports Magazine, and the racing results will be published in the magazine.



Focus Event '05

Competition



Will Bowden



Patrick Gartner



Swanson Williams



Steve Rob



↑MG

Triumph ↑



Bob Coleman Will Bowden Carl George



Dan Leonard Steve Konsin Lou Marchant Jim Weissenborn



Focus Event '05

Competition



Event: 2005 Mitty
Run: MG/TR A Feature Race
Date: 5/1/05
Time: 2:30:00 PM

Pos.	No.	Name	Laps	Total	Diff. Time	Best Laptime	In Lap	Speed	Class	Car Type
1	41	Jeff Snook	6	11:42.2		01:53.9	5	76.133	AA	61 Triumph TR3A, 2188
2	27	Randy Williams	6	11:46.7	4.568	01:51.3	4	77.629	AA	59 Triumph TR3, 2188
3	105	Henry Moore	6	11:54.3	12.144	01:57.2	5	76.804	AB	60 MGA, 1622
4	595	Jay Nadelson	6	11:55.5	13.297	01:54.3	6	76.681	AB	60 MGA, 1600
5	64	Stan Edwards	6	11:57.1	14.908	01:57.6	5	76.508	AB	58 MGA, 1600
6	49	David Smith	6	12:06.1	23.87	01:55.9	3	75.564	AB	62 MGA Roadster, 1665
7	029	Joseph Tierno	6	12:10.3	28.067	01:57.9	2	75.130	AB	57 MGA, 1622
8	189	Bill Treffert	6	12:13.5	31.29	01:59.9	6	74.800	AB	62 MGA MK2, 1600
9	06	Mark Brandon	6	12:14.3	32.142	01:58.4	6	74.713	AB	60 MGA Roadster, 1622
10	185	Mark Palmer	6	12:15.2	33.031	01:59.1	3	74.622	AC	57 MGA, 1530
11	107	V. Carl George	6	12:16.5	34.344	02:00.1	6	74.489	AB	59 MGA Roadster, 1622
12	7	Stefan Wiesen	6	12:16.9	34.678	02:00.7	6	74.456	AC	59 MGA, 1600
13	51	Jim Holody	6	12:19.4	37.217	01:59.9	6	74.200	AB	58 MGA Roadster, 1600
14	348	Bill Bartlett	6	12:20.9	38.721	01:56.4	3	74.049	AB	59 MGA Coupe, 1622
15	77	Dean Tetterton	6	12:25.0	42.825	02:00.3	4	73.641	AB	58 Triumph TR3A, 2138
16	284	Steve Korsin	6	12:35.2	52.962	02:02.2	2	72.653	AB	50 Lester MG, 1498
17	48	John Paul Preston	6	12:52.3	01:10.1	02:03.2	5	71.039	AC	64 Triumph Spitfire, 1147
18	63	Ron & Cameron Watson	6	12:56.6	01:14.4	02:03.9	5	70.646	AC	61 MG Midget, 948
19	757	Ed Cronin	6	13:02.7	01:20.5	02:05.8	2	70.094	AD	53 MG TD, 1466
20	42	Bob Grunau	6	13:17.0	01:34.8	02:07.8	5	68.836	AD	48 MG TC, 1500
21	76	Marley Ford	6	13:18.0	01:35.8	02:07.7	5	68.755	AD	52 MG TD, 1500
22	254	Tom Baumgardner	6	13:20.4	01:38.2	02:07.6	6	68.550	AC	57 MGA, 1521
23	186	Lou Marchant	6	13:21.8	01:39.6	02:07.5	5	68.430	AB	59 MGA, 1622
24	162	Christopher Meyers	6	13:22.4	01:40.2	02:09.9	2	68.372	AB	58 MGA, 1609
25	409	Dan Leonard	6	13:22.7	01:40.5	02:09.4	5	68.350	AE	53 MG TD, 1250
26	17	Dennis Delap	6	13:24.3	01:42.1	02:08.0	6	68.213	AB	60 Triumph TR3, 2138
27	222	Richard Powers	6	13:42.3	02:00.1	02:11.4	6	66.720	AB	62 MGA Roadster, 1630
28	104	Frank Mount	5	11:16.0	-- 1 lap --	02:10.2	2	67.631	AE	46 MG TC, 1350
29	11	Roland Yates	5	11:43.9	27.881	02:12.8	4	64.952	AE	54 MG TC, 1350
30	318	Edwin Crane	5	11:46.3	30.249	02:14.3	5	64.734	AC	57 MGA Coupe, 1489
31	392	Jim Weissenborn	5	11:49.0	33.01	02:17.8	5	64.482	AC	59 MGA Coupe, 1600
32	247	Robert Orander	5	12:07.5	51.484	02:21.3	3	62.844	AE	51 MG TD, 1300
33	3	Dale Schmidt	5	12:11.8	55.762	02:21.0	5	62.477	AE	52 MG TD, 1300
34	41	Robert Sterling	5	13:21.6	02:05.6	02:31.2	4	57.035	AE	34 MG, 1286
35	10	Bill Lane	5	13:24.6	02:08.5	02:32.5	2	56.826	AD	47 MG TC, 1500
36	53	Greg Prehodka	5	13:35.3	02:19.3	02:34.3	4	56.078	AE	53 MG TD, 1250
37	13	William Bowden	0	02:50.3	-- 5 laps --	--:--:--	-	53.680	AD	55 MG TF1500, 1500
38	94	Tim Suidard J.K. Jacksc	0	00:03.8	-- 6 laps --	--:--:--	-	-	AE	57 TR3, 2200
39	66	George Pardee	0	00:00.0	-- 3.779	--:--:--	-	-	AE	55 MG TF, 1250
40	912	Royden Maloumian	0	00:00.0	-- 3.779	--:--:--	-	-	AC	59 MGA Roadster, 1588

Event: 2005 Mitty
Run: MG/TR B Feature Race
Date: 5/1/05
Time: 3:45:00 PM

Pos.	No.	Name	Laps	Total	Diff. Time	Best Laptime	In Lap	Speed	Class	Car Type
1	40	Jerry Richards	6	10:41.2		01:45.2	2	85.563	BA	72 MGB GT, 3500
2	02	Les Gonda	6	10:41.3	0.042	01:45.6	3	85.558	BA	72 MGB GT, 3500
3	14	Mark Thomas	6	10:43.9	2.66	01:44.9	3	85.210	BS	71 Triumph Vitesse Tran, 2498
4	590	Dave Keadley	6	10:44.0	2.804	01:45.4	3	85.191	BD	66 MGB, 1844
5	21	Steve Riator	6	10:58.4	17.189	01:47.4	2	83.329	BC	69 MGC, 2912
6	44	Richard Luening	6	11:01.1	19.845	01:48.1	6	82.995	BD	63 MGB, 1800
7	195	John Baldwin	6	11:01.5	20.275	01:48.4	3	82.941	BD	65 MGB, 1800
8	128	Quinn Derby	6	11:04.6	23.354	01:48.5	4	82.556	BF	68 Triumph Spitfire, 1296
9	38	George Wright	6	11:05.6	24.418	01:48.6	3	82.424	BD	61 Triumph TR4, 2188
10	222	Bill Babcock	6	11:16.7	35.487	01:48.6	3	81.076	BB	59 Peyote MK11, 2200
11	026	Jesse Prather	6	11:16.8	35.599	01:49.0	3	81.063	BD	66 MGB, 1800
12	99	Donald Dickey	6	11:18.6	37.366	01:50.5	3	80.852	BD	63 MGB Roadster, 1844
13	04	Henry Frye	6	11:20.1	38.864	01:50.9	3	80.671	BD	62 Triumph TR4, 2188
14	60	Bill Duls	6	11:20.4	39.172	01:49.8	4	80.637	BC	65 MGB, 1846
15	16	Eugene Hammer	6	11:21.2	39.986	01:50.8	6	80.543	BC	64 Triumph TR4, 2200
16	61	Doug Campbell	6	11:21.7	40.469	01:49.7	4	80.484	BC	65 MGB GT, 1946
17	75	Gregg Rodgers	6	11:23.8	42.634	01:52.3	2	80.229	BF	72 MG Midget, 1275
18	95	Tony Drews	6	11:38.1	56.885	01:53.3	4	78.591	BD	63 Triumph TR4, 2188
19	24	Alan Taylor	6	12:00.5	01:19.3	01:55.2	3	76.145	BD	66 Triumph TR4A, 1275
20	68	Leo Oddi	6	12:01.6	01:20.4	01:55.8	3	76.027	BC	68 Triumph TR250, 2448
21	02	Herb Hilton	6	12:02.8	01:21.6	01:54.1	2	75.906	BF	71 MG Midget, 1275
22	1	Patrick Garther	6	12:03.9	01:22.7	01:56.2	5	75.792	BC	62 Triumph TR4, 2186
23	9	Derek China	6	12:13.0	01:31.8	01:58.1	2	74.846	BF	67 MG Midget, 1275
24	197	Joe Alexander	6	12:14.4	01:33.2	01:58.3	4	74.709	BD	63 Triumph TR4, 2188
25	59	Jack Drews	6	12:15.1	01:33.9	01:58.1	5	74.630	BD	61 Triumph TR4, 2188
26	551	Greg Kimbrough	6	12:21.3	01:40.1	01:57.4	4	74.010	BF	74 Triumph Spitfire, 1296
27	31	David Baglich	6	12:24.4	01:43.2	01:58.0	5	73.706	BC	69 MGB, 1800
28	28	Dave Burrows	6	12:27.2	01:46.0	02:00.9	3	73.422	BD	64 MGB Roadster, 1800
29	33	Stacy Rodgers	6	12:27.4	01:46.2	02:00.3	5	73.403	BF	72 MG Midget, 1275
30	196	Richard Taylor	6	12:32.6	01:51.4	02:01.2	4	72.895	BD	64 Triumph TR4, 2320
31	57	David Littlefield	6	12:33.5	01:52.3	02:00.0	5	72.815	BF	74 MG Midget, 1275
32	28	Mike Munson	6	12:34.9	01:53.7	01:57.7	2	72.675	BC	70 Triumph TR6, 2478
33	21	Paul Charsley	5	09:43.5	-- 1 lap --	01:54.4	3	78.356	BS	73 Triumph Dolomite, 1999
34	1	Jim Austhof	5	10:15.1	31.638	01:56.2	5	74.326	BD	65 MGB, 1840
35	28	Nowell Korey	5	10:43.7	01:00.3	02:03.9	4	71.022	BD	63 MGB, 1798
36	29	Pamela Littlefield	5	10:44.8	01:01.3	02:03.2	5	70.901	BF	72 MG Midget, 1275
37	05	C.B. Silvestri	5	10:51.7	01:08.2	02:07.6	5	70.160	BF	72 MG Midget, 1275
38	25	Steve Coleman	5	10:52.1	01:08.6	02:05.4	2	70.109	BF	72 MG Midget, 1275
39	20	Joseph Hovey	5	10:52.6	01:09.1	02:03.7	2	70.059	BF	67 Triumph Spitfire, 1300
40	36	John Prater	5	10:53.6	01:10.1	02:05.2	4	69.948	BF	66 MGB, 1845
41	531	Swanson Williams	5	11:03.6	01:20.1	02:07.5	5	68.896	BE	71 MGB GT, 1800
42	58	Irv Korey	5	11:10.5	01:27.0	02:06.4	2	68.188	BD	63 Triumph TR4, 2187
43	77	Grover Maurer	5	11:16.4	01:32.9	02:04.9	2	67.590	BF	72 MG Midget, 1275
44	62	Randy Zimmerman	5	11:37.5	01:54.0	02:10.9	2	65.548	BF	62 MG Midget, 1275
45	4	Tom Strange	5	12:12.1	02:28.6	02:19.7	3	62.448	BE	72 Triumph Spitfire, 1296
46	70	Robert Van Kirk	2	04:13.6	-- 4 laps --	01:59.7	2	72.127	BF	65 MG Midget, 1275
47	67	Bob Spruck	0	00:00.0	-- 6 laps --	--:--:--	-	-	BF	67 MG Midget, 1275
48	171	Bob Flowers	0	00:00.0	--:--:--	--:--:--	-	-	BF	71 MG Midget, 1275
49	42	Barton Miller	0	00:00.0	--:--:--	--:--:--	-	-	BE	70 MGB, 1823
50	05	Bill Shields	0	00:00.0	--:--:--	--:--:--	-	-	BD	64 MGB, 1798
51	58	Lee Walker	0	00:00.0	--:--:--	--:--:--	-	-	BE	72 MGB GT, 1833
52	141	Leigh Derby	0	00:00.0	--:--:--	--:--:--	-	-	BF	68 Triumph Spitfire, 1296
53	341	Dick Moritz	0	00:00.0	--:--:--	--:--:--	-	-	BD	72 MGB, 1798
54	84	Rick Morrison	0	00:00.0	--:--:--	--:--:--	-	-	BD	72 MGB, 1822
55	53	Scott Fohman	0	00:00.0	--:--:--	--:--:--	-	-	BD	64 MGB Roadster, 1800
56	17	Stephen Mullen	0	00:00.0	--:--:--	--:--:--	-	-	BD	70 MGB, 1800
57	153	R.T. Whitfield	0	00:00.0	--:--:--	--:--:--	-	-	BD	67 MGB Roadster, 1800
58	37	Red Bordner	0	00:00.0	--:--:--	--:--:--	-	-	BF	72 MG Midget, 1275
59	169	Joe Lightfoot	0	00:00.0	--:--:--	--:--:--	-	-	BD	65 MGB, 1800
60	37	Ted Hershey	0	00:00.0	--:--:--	--:--:--	-	-	BF	72 MG Midget, 1275
61	68	William Shanahan	0	00:00.0	--:--:--	--:--:--	-	-	BF	63 Triumph Spitfire, 1300
62	19	Eddie Beal	0	00:00.0	--:--:--	--:--:--	-	-	BC	74 MGB, 1798
63	---	Unrelated ---	0	00:00.0	--:--:--	--:--:--	-	-	-	-



Eyes are the third thing to go

MG Vintage Racer News

Marchant Voted MG Vintage Racers' "Spirit Award"

The "MG Vintage Racers" award their prestigious "*Spirit Award*" (also know as the "Big Copper Bucket") every year at their designated "Focus Event" - and for 2005 it was at HSR's "Walter Mitty" races at Road Atlanta, where over 100 MGs and Triumphs diced together in the "MG-Triumph Challenge."

The award's winner is selected by the MG racers. They vote for a MG racer there best representing "*The Spirit of MG Vintage Racing*". This year Lou Marchant, from Keller, Texas was voted the high honor.

Lou's start in vintage racing began with a few "Test Laps" in her street MGTD at a CVAR race event several years ago. That hooked her and she bought a '59 MGA to race. It was "refreshed" for racing and 2001 became her rookie season - mostly with CVAR. Then she also began attending the MGVR "Focus Events". Lou's spreads her enthusiasm about vintage racing to those around her: *"It is hard to get the guys at work to understand the passion and enthusiasm I have for the sport! They look at me with a kind of scowl as I chatter away about it."* She tells them: *"You just have to DO IT! ... Other things just don't compare to the adrenaline rush you have after the pace car leaves the track, your heart is pounding - along with the engine's roar in our ears, and everyone in the group is going for that first corner."*



Outside of racing, Lou is an engineer for Sun Microsystems, and her 10 year old daughter Julia has already said she wants to become a race car driver when she grows up.



Bowden Receives MG Vintage Racers' "Bill Parish Award"

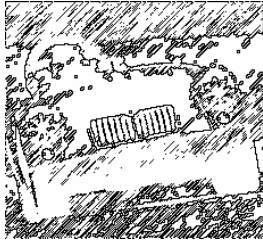
Will Bowden of Orlando, Florida, was chosen for this year's "*Bill Parish Award*". Supported by MGVR and Parish-Heacock Insurance, it is annually presented at MGVR's Focus Event - *this year HSR's "Mitty" at Road Atlanta* - in memory of MG racer Bill Parish, to a MG racer at the event participating in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

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

Now, even at age 71, he still has the MG racing spirit in him - still racing his same MGTF some 27 years later, now in the "*Walter Mitty MG-Triumph Challenge Races*", where over 100 MGs and Triumphs had a go with each other.

In past years, Will raced with Bill Parish, and now we're sure Bill is smiling up there, that Will is honored in his spirit. Where there's a "Will" there's a way!





SUBSCRIBER NEWS

Vintage 31 Lightweight Aluminum Race Seat -

For years we were frustrated by not being able to find a safe, quality made, vintage correct race seat that would fit in our MGAs. Finally, we decided to design a race seat to fit our needs and the small confines typical of early production sports cars.

Our Vintage 31 craftsman has over 30 years of aluminum race seat building. Each seat is individually hand made from .090 aluminum with a reinforced hand rolled edge around the entire seat for the ultimate strength and protection. Flanged lightening holes give added strength while reducing weight to just under seven pounds. Specifications - 15" wide, 21.5" tall, 13" deep, 7° lay back, 7 lbs. (wider seats upon request).

We produce two versions of the seat. The *V31 Lightweight Race Seat* and the *V31 Standard Race Seat*.



If you race on west coast, we race with CSRG, HMSA and vintage SCCA. Come by our pits to see the both seats options installed in our MGAs #31 and #41. We also have inventory available at the track.

Vintage 31
Ed Lamantia - MGA 31
Scott Brown - MGA 41
www.vintage31.com
650 592 1726

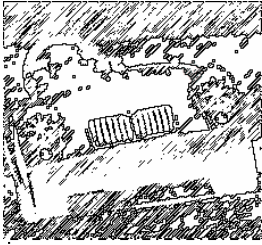


Motor Oil For a Car Guy's Soul

In December, 2004, my book, *Motor Oil For a Car Guy's Soul*, was published by River's Bend Press. The book is a compilation of selected essays from the columns and feature stories that have appeared in *European Car* magazine over the past eight years. At the New York Auto Show in March, my *Motor Oil* book was awarded the 2005 Ken Purdy Award for Excellence in Automotive Journalism by the International Motor Press Association. Many of the stories have had something to do with vintage racing and more than a few mention MGs. The book is available for \$12 plus shipping from a variety of sources: directly from the publisher's website (www.riversbendpress.com), from Amazon.com, or by special order at your local bookstore (ISBN 0-9729445-2-4). Some racetracks, (like Lime Rock Park and Road America) also carry the book in their on-track stores. I will have books for sale at the races I attend, so stop by and I'll autograph a copy for you.

Kevin Clemens
Lake Elmo, MN

Editor's note: The excerpt from MGVR subscriber Kevin Clemens' book will be featured in issue 3, arriving sometime this fall!



SAFETY FAST NEWS

Don't forget the **Columbia River Classic** at PIR in Portland, Sept 3-5 2005. Its in conjunction with the All British Field Meet, celebrating 50 years of MG. there's an all British handicap race, tons of track time (three packed days plus a test and tune day on Friday put on by the Lotus club), a full CanAm grid with a special noise permit so they can be run like they should be. And the biggest damn block party you're likely to experience this year with a Ferrari Transporter, probably both of Ken Miles' cars (the flying shingle and 001) and most folks are coming in vintage dress (prizes, drawing for a package trip for two to Goodwood, etc). Fun stuff, and all the proceeds go to the Boys and Girls Aid society.

For more information, contact Bill Babcock at BillB@bnj.com

VSCCA Fall Finale, October 7-8 at Lime Rock

The momentum is building for this special event, *featuring "MG only" race groups* at Lime Rock Park. As of - August 17 - we already have **39 MGs** entered in the event, and more entries are arriving daily! As a reminder, this event is open to all model MGs including MGB's, C's and Midgets, from all recognized vintage racing clubs. There will be two race groups for MGs - Faster MGs and Slower MGs.

We have been in contact with MG and British car clubs about this event and are expecting a large turnout of their members coming to watch the races. The "B" paddock will be exclusively for street MGs and will feature the MGA as we celebrate the 50th anniversary of the MGA. Even NAMGAR chairman Tim Coyne will be there and will make a special presentation to one of the racing MGA drivers at the VSCCA dinner Friday evening at the historic White Hart Inn. If you have never met noted MGA racer Dave Ash, this will be your opportunity as he will be our honored guest for the weekend and there will be a special group photo taken on Friday at the track of all the MG racers there with Dave seated in the MGA he raced at Sebring.

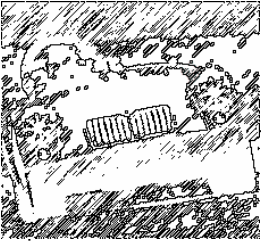
If you have not entered the event yet, there is still plenty of time. Contact me if you need an entry form and I will send you one. This is going to be a special weekend for all MG racers and enthusiasts, as we celebrate the 50th anniversary of the MGA! All entrants will also receive a special commemorative "MGA 50th Anniversary" dash plaque which we are having made - its not your usual dash plaque.

I hope to see you there! And this northwest area of Connecticut is just so beautiful with fall foliage in early October! It is going to be a great MG weekend all around. Any questions, feel free to contact me. And if you are coming, book a room early or plan to camp at the track. Look below to see the list of MGs already entered. I hope we can add you to that list soon if you aren't already on it.

Safety Fast,

Andrew Hiller VSCCA Event Chairman October Fall Finale

Tel: 914-923-6055 CARNDREW@aol.com



SAFETY FAST NEWS

" Hallett Bulletin Hotline "

MGVR has announced its "Focus Event" for 2006 at Hallett Raceway in Oklahoma, June 2-4. It will be an exciting "All MG" weekend, for both racing and supporting activities. **MG overdose is possible!** But there is still a lot of planning and work to be done for the event. The MGVR team is hard at work on it. Many of its activities will "evolve" as the planning moves forward and we see who we can bring on board, and what we and others can do to support the event. We want it to be special as we celebrate MGVR's 25th Anniversary! It will be a lot more than just MG racing! We will tie in with clubs, have social activities at the track, line up special MG guests - and MG cars - to come, and who knows what else we can dream up (*suggestions welcome*).

In an effort to keep **everyone** who has interest in the event on board with how it is shaping up as it evolves, we have set up an "**MGVR Hallett Bulletin Hotline**" e-mail list. If anyone (*racer, club, publication, editors, MG enthusiasts, press, other*) has interest in receiving these e-mail bulletin updates which I will be sending out, just **e-mail me the following information** and I will add you to my distribution list. I already have a number of people on it, but would like to expand it even more to any and all with an interest in our event at Hallett. And feel free to let others know about this. Being on this list does not imply any commitment.

1. Name 2. E-mail 3. Your interest in it: (*racer, magazine, club, spectator, sponsor, etc.*), 4. If your are an "MG racer" - your MG Model 5. Home Town & State.

This "**hotline**", will aid in the distribution and updates of information on the event - and entrants - with time. But any specific questions on the event should be addressed to MGVR point man Reed Yates at: YATESS@peoplepc.com, or call him at 817-431-8559. And if you would like to contribute anything to the event, or volunteer to help with it, contact Reed to discuss possibilities.

Greg Prehodka, MG Vintage Racers, Publicity Coordinator

E-mail: MGracer53@aol.com

The dates for the Zippo Vintage Grand Prix and the **Collier Cup Race** are Sept 8 through 11th, the weekend after Labor Day. More info and entry forms are on the SVRA web site at www.svra.com

The featured marque is Alfa Romeo, which pretty much guarantees that the MG's will have plenty of good company in the regular SVRA race groups, especially Group 1 and Group 3.

The Collier Cup race is scheduled for 11:30 AM Sunday, right before the lunch break, which is our usual "prime time" slot (thanks, SVRA!) The Group 1 race is at 10:00 AM, and Group 3 goes off at 3:30, which makes it a good schedule for most MG drivers -- no waiting around for the last race of the day this year! Things get underway on Thursday, will the initial practice sessions for Groups 1 and 3 late in the afternoon that day. Overall, a great schedule for us.

And of course the terrific Downtown Festival is Friday afternoon as always ... the overall ambience of this event just can't be beaten, it is truly unique. Hope to see lots of MG's celebrating SVRA's 20th running of the Collier Cup! (and MANY THANKS to SVRA for supporting the Collier Cup for 20 years!) (this item poached from a Mark Palmer posting on the MGVR egrouop)

Introducing Our

New

Subscribers ...



Michael A. Lewis

Gretna, LA

About myself & my MGs:
I am an MGT (& Y-type) enthusiast for over 30 years. Formed the Mardi Gras T's MG Club, a chapter of the New England MGT Register over 27 years ago. I was a past president and then editor (for over 20 years). Now just the self proclaimed Tech Opinionate. I have restored several MGTs, Vintage raced with the SVRA & past member of the MGVR for about 10-12years. My SVRA competition license was reinstalled this year. I have tunnel vision, and my mind & heart only see old MGTs, Y-types, and MGT specials. I enjoy the camaraderie of Vintage racing & British car enthusiasts. I currently participate in MGT club events, drive my MGY-Type (Supercharged), provide technical opinions and assistance to club members in maintaining & repairing their MGTs, and dream of Vintage Racing. One of my personal accomplishments I am very proud of was getting Manley Ford into Vintage Racing, he said he was my protégé'. Now I strive to be his protégé' and I'm still honored by his complement.

(Editor's Note: Michael Lewis is back from a long absence as a subscriber. I have yet to meet Mike face to face, but I enjoyed his excellent technical article on cylinder head mods. He was also kind enough to dice with me briefly at the Mitty in Manley Ford's TF before pulling away. Welcome back, Mike!)

Reed Hayes

San Antonio, TX

Reed owns a '58 MGA, '66 MGB, and '67 MGB GT. New to the racing scene, he plans to race with CVAR. Retired from the insurance business and Army Reserve, Reed looks forward to MG racing as a replacement for the cars show circuit.



PHOTO BY ART EASTMAN
#7, MIKE LEWIS - 54 TF
#99, BLAIR ENGLE - 53 TD
GEORGE PARDEE - 55 TF
ATLANTA VINTAGE GRAND PRIX

Introducing
Our

New

Subscribers ...



Robert Lasater *Sperryville, VA*

This is Robert's first year of racing, although he has owned MG's and other British cars for years. He recently purchased the GT seen here (crew member in photo) already in vintage race dress. Robert plans to race with SVRA and VDCA.



Oliver Tolksdorf

Benson, NC

Oliver belongs to the B-Stinger race team based in Durham, North Carolina. Along with the B-Stingers, he restored an MGB and converted it into a vintage racer, mostly raced by fellow member Rick Starkweather last year. Oliver is affiliated with the SVRA.



For Sale



Collier Cup 50th Anniversary Alert! Patches now available, 3 1/2" octagon, designed to duplicate the excellent enamel badge produced by MGVR for the Event.

Available from TargettMotorSport \$6 at the track, \$6.50 by mail. Portion of proceeds to MGVR funds.

John Targett 330-283-3668 jbritcars@aol.com

TargettMotorSport Ltd *Faster ... Safely!*

A broad range of Performance Parts in stock for your MGB and B-Series engine, gearbox, rear axle, brakes and suspension. Comprehensive list of parts and prices available by snail or e-mail. Advice freely given ... and worth every penny.

John Targett jbritcars@aol.com 330 - 283 - 3668

For Sale



This is the car that in the hands of Bob Bucher won the Collier Cup in 1957 and 1958. Bob Gillespie has just released a painting of Bucher and Sherm Decker commemorating the 1958 race. It can be seen at www.glenspeed.com. It is similar to the t-shirt that NAMGAR commissioned last year celebrating the Bucher/Decker battle of 1958. It has unique Lime Rock experience as well. It won the last race ever held at Lime Rock on a Sunday. During that race, it started raining so the police stopped the race and Bucher was declared the winner. They never raced on Sundays at Lime Rock again. Also that same weekend, it became the first car to win under the GCR format used by SCCA. Up to that time, classes were determined strictly by displacement. Frank Blunk (NY Times) & Denise McCluggage (NY Herald?) reported that fact mentioning Bucher. As I recall it was 1957, but I'd need to find the clippings to document that. This car won at the Giants Despair Hill Climb and the MGCC races at the Glen. In fact, of all the research I have done on this car I have not found a single race where it did not finish first.

In 1957, I rode my bicycle to see it when it was newly purchased by Spankey Smith, a legendary social figure in F1 to SCCA. I rode in it after it won the Collier Cup in 1958 from the Glen to Binghamton, NY. It rained most of the way. After my military service and as a college freshman, Spankey lent me the car for my part-time job. That job was going door-to-door to ask people what radio station they listened to. A classy car for a lousy job. Fast forward to 1988 (picture attached is from 1993) and the car was honored with the Collier Cup award by the SVRA. Same thing in 1994. It was on the cover of Safety Fast, featured in British Car, NAMGAR, MGs Across America, Speed Channel and a TV show in Binghamton, the NAMGAR t-shirt in 2004 and the Watkins Glen painting in 2005, to name a few highlights. During 1987-1988 it was fully restored by Race & Restoration of Dayton, Ohio. Its first event, 1988 Mid-Ohio, it won its class for concours (not hard to do when the paint is still wet). Kent Bain's shop, Vintage Racing Services of Stratford, Conn., took over the car in 2000 and have done a magnificent job. The car now has a Prather engine, Prather gearbox, and many other improvements. I can provide more details, but let me say that under Kent's guidance the car has been fast and reliable. Through the Mitty of 2005, the weekend for me always included test day, sprint race and enduro because the car was so reliable. I now only do sprint races because an expanded weekend brings with it huge tire bills, etc. The performance of the car is extraordinary, turning low 2:29s at the Glen. I will be up front and tell you that my driving skills are modest so a better driver will yield better results. The car will be at Watkins Glen paddocked with the Vintage Racing Services entourage, so please stop by and see it for yourself. I am most easily reached by cell phone (585-330-5698). I'm at that point in time where my retirement funds are no longer enough to support my racing habit and the other things I want to do in life, so I must sell this historic race car. My plan was to do this at the end of 2006 but with the 50th anniversary MGA race at Lime Rock in 2005, it occurs to me that someone might be interested in buying it now for \$30,000. Thanks,

Joe (editor's note: you can see a photo of Joe's MGA in the 'Letters' section of this newsletter. Good luck, Joe)

TWINKIE Stuff For Sale

Head Gasket	NOS Exhaust Valves (4)	NOS Wiring Harness (Early, no turn signal)
NOS Front Steering Uprights, Complete with Hubs & Bearings, (L&R)	Front Calipers, (L&R)	Knock Offs (4)
Transmission, Std., Rebuilt (1600)	Trans gears, Std	
Rear End Pumpkin, Limited Slip, Spicer-Dana (4.875)	Spicer-Dana, Limited Slip, Diff, no gears	
Wheel Arch louvered panel, (L Side)	Heater Assembly	Fan
Workshop Manual	Service Parts List	Generator
		Wheel Balance Adapter

All for one very reasonable bid. Individual parts, expensive!
Don Funke, MGA Twink@aol.com 607-844-8936

For Sale: 1957 MGA Coupe, last raced in May 2005. VSCCA logbook, legal roll bar and interior, new Dunlops and new Panasports racing wheels with Hoosiers with one race on them, other spares. Fuel cell and fire bottle system installed. Asking \$17,500, will include 20 foot enclosed trailer for another \$2,500. Contact Ed Crane at 215-855-4755 day or night.

MG VINTAGE RACERS' NEWSLETTER

ORGANIZATION: The *MG Vintage Racers Newsletter* is published several times a year by MGVR, Inc., a non-profit corporation in the state of Pennsylvania.

PURPOSE: *To maintain a close camaraderie and open exchange of information among active MG vintage racers, and to encourage the sport of MG vintage racing.* Material is contributed by subscribers, and exchanged through the Newsletter. The Newsletter does not organize or sanction any events, is not affiliated with any club, is non-profit, and does not accept paid advertising (items of value to the members are run free of charge). We are low-key and welcome first-time racers as well as 40 year veterans. *All subscribers are encouraged to submit their fair share of material for publication.*

HISTORY: The newsletter was founded in 1981 by active MGTD racer **Greg Prehodka**. With Greg's capable leadership as Editor, it grew from a handful of enthusiasts to over 150 subscribers in 1995. Greg's Newsletter was awarded the prestigious "**Moss Motors Journalism Award**" in 1994. Major MG vintage events (such as the Collier Cup at the 50th Anniversary of Watkins Glen) have been promoted and coordinated through the Newsletter and its subscribers. In 1995, Mark Palmer assumed the Editor's post upon request from Greg.

SUBSCRIBER QUALIFICATIONS: Subscribers must actively race a vintage MG or MG-powered car (e.g. Lester-MG, Tojiero-MG). "*Actively*" means race at least once a year, or be in preparation for racing within a year. Subscribers are surveyed regularly to maintain the mailing list. Currently, there are approximately 250 subscribers, including complimentary issues to clubs and other organizations.

COST: There is a small initial fee. Subscription fees are requested occasionally, only as required for solvency.

REGALIA: See elsewhere in this issue. **WEB SITE:** www.mgvr.org (note *NEW URL!!*)

E-MAIL GROUP: Join our e-group! Go to <http://groups.yahoo.com>, get a Yahoo I.D. if you don't already have one, and then join the group **MGVR** at Yahoo Groups. Any problems, e-mail our Group Moderator, Steve Konsin, at stevekonsin@aol.com















Web site: The address is www.mgvr.org. It is actually a "geocities" site right now, but that may change – but don't worry, we have registered the mgvr.org domain so that URL will always get you to our site. **Chris Kintner** is our Web Editor and maintains the site, usually using articles from the newsletter after each issue comes out. He also posts information & notices about upcoming events, etc. It's worth checking this site every few months just to see what's new.

E-mail list: For those new to the internet, an e-list is a way to communicate with a large number of people by sending a message to just one address – the group address. To be part of this, you have to sign up for the e-list (also called a e-group). When you sign up, your e-mail address is added to the list, and you will get all the messages that appear on the e-list. It is not "live chat" or a chat room (which wouldn't work for us anyway), it's just a way to exchange e-mail messages conveniently. Right now, about 90 MGVR subscribers are on the e-list. We wish there were more – the more, the merrier – and we have over 200 people who get the newsletter. So sign up for the e-list, won't you?

To sign up, simply send a blank e-mail message from your own mailbox to:

MGVR-subscribe@yahoogroups.com

If for some reason that doesn't work, then do the following: go to <http://groups.yahoo.com>, go to "new users", and sign up for a Yahoo I.D. (there is no cost to do this). Then from the Yahoo groups home page, click on "Join a Group", and then type in MGVR and do a search. The search result will be our e-list (MGVR), and you then click on "Join this group"

After you've joined, you can begin sending messages to the group. Simply send your message to MGVR@yahoogroups.com, and everyone else on the e-list will receive your message. So be a little careful about what you send out, since 90 of your best friends will see what you said! The best uses for the e-list are to ask technical advice, talk about upcoming races & find out who's going or how to enter, etc, or give a short informal report on a race you've just attended. You can also discuss "issues" and ask people's opinions.

If you have any problems joining or using the e-list, contact **Steve Konsin** the younger, his e-mail address is stevekonsin@aol.com and he is the facilitator of the e-list for us.

MGVR "Official" Regalia

Henry Moore

PO Box 41, Goshen, CT 06756-0041

Phone: 1-860-491-3547 ext 201 Fax: 1-860-491-3547

Email: HIM10@aol.com

Outer Banks Polo, tan with dark accents	\$30.00
Stitched logo, Small-XL	
Long Sleeve Blue Denim	\$40.00
Stitched logo, Small-XL	
Sweatshirt, Gray Heavy Weight	\$30.00
Stitched logo, Small-XXL	
Gray T-shirt, MG Collage: Small - XL	\$12.00
XXL	\$14.00
"New" Hats, embroidered logo, one size fits all	\$12.00
Club decal, octagonal	\$3.00
Patch, embroidered	\$4.00

Wanted: Outgoing, organized person with a huge supply of jokes, good taste (in clothing), and the ability to count to replace the current regalia representative. This person need not be a racer, but a taste for beer is a plus! Contact Henry Moore with salary requirements.



MG Vintage Racers' Silver Anniversary Celebration at Hallett



June 2-4, 2006

MG VINTAGE RACERS STANDARD EXCUSE FORM

by: G. Storch

I _____ did not enter my vintage MG at Hallett Oklahoma Focus Event '06
due to the following reason(s):

- ☐ Act of God
- ☐ Break down of tow vehicle
- ☐ Fight with : ☐ wife, ☐ mistress, ☐ girlfriend, ☐ dog
- ☐ No clean underwear
- ☐ Inclement weather
- ☐ Slept through weekend
- ☐ Traffic jam
- ☐ Car inoperable because of: ☐ unavailable parts, ☐ my working on it
- ☐ Hangover
- ☐ Drug overdose
- ☐ Lack of: ☐ funds, ☐ motivation, ☐ guts, ☐ preparation
- ☐ Frightened by: ☐ course, ☐ car, ☐ shadow, ☐ other drivers
- ☐ Gave birth
- ☐ Too dammed far away (but remember, CVAR came to the Glen in '04)
- ☐ Had to: ☐ work, ☐ make love, ☐ rest
- ☐ Forgot what day it was
- ☐ Couldn't find my way there
- ☐ Lost my car keys
- ☐ Cannot fit into my nomex driver's suit anymore,
- ☐ Miscellaneous: _____