

Volume 26
Issue 3
December
2006



MG VINTAGE RACERS' NEWSLETTER 1981-2006

"We FEW, we HAPPY few,
we band of BROTHERS."

DEDICATED TO ENCOURAGING THE SPORT OF RACING VINTAGE MG'S"

Inside This Issue

- Tribute to Denver Cornett, Jr.
- 2006 Collier Brothers Memorial Trophy Race
- Sebring MGA Reunion
- Tech Tips: Hardware
And More!



MG VINTAGE RACERS' NEWSLETTER

CHRIS MEYERS, EDITOR

55 BELDEN ROAD BURLINGTON, CONNECTICUT 06013

(860)-675-0710

CVAIR1@COMCAST.NET



From The Editor:

Congratulations to MG Vintage Racers' Newsletter for 25 years of race reports, tech articles, letters back and forth, photos and 'spreading the word' about how much fun we have as MG vintage racers. Greg Prehodka, founder of the newsletter, would be the first to tell you that never in his wildest dreams did he expect to see the newsletter as it exists today. Keep in mind that in December 1981, when MGVR NL Vol.1, Issue 1 was published, MGAs were not considered old enough to be eligible for vintage motorsport. One year earlier, the last MGB rolled off the assembly line. Tech could be summarized as ...'Helmet? Check. Seatbelt? Check. Brakes work? Check. Let's Race!' Greg's mighty publishing empire consisted of a typewriter, scissors, tape, and a trip to the office copier to print forty five or so copies of the fledgling newsletter. The concepts that Greg established, and Mark Palmer nurtured remain the same today; 1) written by MG vintage racers for MG vintage racers, 2) inform, entertain, provoke, discuss, educate, 3) never lose sight of the lighter side of MG vintage racing, 4) be inclusive. In my humble opinion, MG vintage racing, and the MG Vintage Racers' Newsletter will be alive and well twenty five years from now as long as we don't lose sight of these basic ideals.

As many of you are aware, our 2007 Focus Event plans have changed. Our June event at Mosport had been changed to October at Mid-Ohio as guests of the Vintage Sports Car Drivers Association. Words can't express how excited I am about this event. I have never raced Mid Ohio; folks 'in the know' tell me it is an exciting course. Needless to say VSCDA has rolled out the red carpet. We look forward to special "All MG" races as part of this low key gathering. Even at this early date we have heard from local MG car clubs who wish to 'pencil in' the date on their event calendar. This is still a work-in-progress; keep an eye out for our next newsletter for even more information.

I understand that many of you were disappointed to learn of our cancelled focus event at Mosport. Those who planned to attend Mosport, take heart! VARAC has announced plans to reintroduce the Tony Simms Cup All MG Race this June. I look forward to supporting VARAC's event in a rejuvenated twin cam, minus the smoke screen I laid down last year every time I floored *Clementine* on the Andretti Straight! The folks at Turn 8 loved it. I wasn't amused.

I owe many of you a hearty "Thanks" for your contributions to the newsletter throughout 2006. I would like to single out one contributor and say "JOB WELL DONE" to Ed Cronin, our ex-Secretary-Treasurer, who stepped down the end of 2006 after 5+ years in that position. Ed; you were immeasurably helpful to me (and Mark) at every turn. You made it look easy! What do you plan to do with all your spare time? I wish you the best as you chart a new direction. We are not without a new Secretary-Treasurer-"Welcome aboard" to Larry Smith, fellow MG vintage racer from Richmond, Virginia. I look forward to working with Larry, as I do with all of you as we begin MG Vintage Racers' Newsletter's 26th year!

Enjoy this commemorative issue. 'Nuff for now.

Warmest regards,

Chris Meyers, Editor

MG Vintage Racers' Newsletter 1981-2006

Editor
Chris Meyers
cvair1@comcast.net
55 Belden Road
Burlington, CT 06013

Secretary-Treasurer
Larry Smith lrsmsg@aol.com

Public Relations
Greg Prehodka
MGRacer53@aol.com
Founder, MG Racers' Newsletter

Advisor
Mark Palmer
mgvrmark@hotmail.com
Past editor

Technical Editor
Stan Edwards,
edwards_stan@msn.com

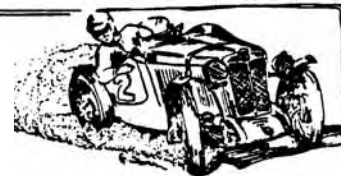
Regalia
Dan Leonard
ddl@leonardpaper.com

Online Editor
Chris Kintner
webmaster@mgvr.org

Cover Design
Scott Brown/Vintage 31

Subscriptions:
See information pages at

Letters



MGA Race Cars and Racers of the Past

I have undertaken this project to preserve the history of racing MGA's - and MGA based specials - that raced in the 50's and 60's throughout the East (*as a start..by East, let's say East of the Mississippi including Canada*), and would greatly appreciate your help. I think it is necessary to document this information before the owners of these cars, past drivers, and history get lost forever. What I am proposing is to gather and document as much of this information as possible, By compiling a database - kind of like a "MGA racer's spotters guide and encyclopedia". Please contact me with any information or documentation or photos you might have on MGA racing in the 50's and 60's, and I would most appreciate it if you would also **pass my request on** to any other MGA racer - past or present - who could help me with this project. Also if you know of any MGA racing resources which might be helpful to me (books, clubs, people, web sites, etc), I would very much appreciate your letting me know about them. I hope to hear from you soon. If you have any questions, feel free to contact me.

Thanks - Kevin Richards

mg.carma@verizon.net, Tel: 540 723 0501 (Home phone, before 9PM)

A friend asked me to inquire about one or more 1956 MGA "Team Cars" prepared by Performance Motors in Haverstram(sp), NY. Grant Tolley was either the owner, mechanic, driver or maybe he filled all of those rolls. Kevin Richards talked with someone who knew one of the owners who lived in eastern Penna. and raced a Marcos. That is the sum total of what I can offer to solve the mystery. Maybe our Pennsylvania racers can put together the pieces. All of this is rather vague and third hand as I am working with notes that someone handed to me at the Glen. However, the thought of another team car being out there makes it worthwhile to take a shot-in-the-dark.

Wouldn't it be nice if we could bring one more car out of the darkness?

Joe Tierno /MGA#029

Editor's note: Please contact Kevin if you have any lead, no matter how insignificant. He thanks you in advance for any assistance.

Chris

I consider this GREAT news for all concerned: MGVR, VSCDA, Ohio MG enthusiasts, etc.

Other than the risky weather in Ohio that time of year, this has all the makings to be one of the great ones.

Kudos to whoever came up with this option and worked it out with VSCDA.

Great location

Beautiful facility

Spectacular countryside with lots of MG roads

Fun places to eat (I'm sure Bucks in Lexington would be one of many facilities in the area that would be happy to be the venue for an MG dinner)

Lots of MG history (track was originally owned by an MG dealer in Mansfield named Les Griebing)

Lots of MG enthusiasts in the area - let's hope we can make this a spectator event for local clubs who might want to come watch.

Resurfaced track this year makes it a bit "new" to those who haven't been there since those improvements.

Wonderful low-key atmosphere for the VSCDA thing (as opposed to the SVRA "money maker" which somehow encourages the track management to adopt a Gestapo mentality)

Many good places to stay.

I am stoked!

Sign me up for whatever roles need filling.

-Manley (Ford, MGTD 76)

Another Editor's note; Manley's letter is in response to my post on Yahoo Groups announcing our October 14-17 Focus Event with VSCDA at Mid Ohio Raceway. Look for more information in this newsletter.

1
Vol. 1
No. 1
-Dec. 81-



NEWSLETTER

DEDICATED TO ENCOURAGING THE SPORT OF RACING VINTAGE MG'S™

EDITOR: GREG PREHODKA, 62 DARTMOUTH ST., EDISON, N.J., 08837. PHONE: (201) 738-1812



MG Vintage Racers' Newsletter 1981-2006

1981... Please join your editor as I travel back in time to 1981 and peek at the headlines that defined an era.

- IBM introduces the PC
- Pac Man Mania sweeps the nation
- The first DeLorean DMC-12 rolls off the production line in Dunmurry, Northern Ireland
- Ronald Reagan is celebrating his first year in office
- Air traffic controllers go on strike (they get canned for their efforts)

- Oscars Best Picture: *Ordinary People*
- Grammy Award Best Album: *Christopher Cross*
- MTV goes "24-7-first video: *Video Killed the Radio Star*
- Rock 'n Roller Bill Haley dies
- Star, Socialite, and, er, uh...Paris Hilton is born
- HIV is discovered
- Bobby Unser wins his third Indy 500
- 18 years away from A. Gore's invention of the internet
- World Population 4.529 Billion (today, 6.529)
- MG Vintage Racer Greg Prehodka founds *MG Vintage Racers' Newsletter*.

Reflections from 25 Years Ago

*Greg Prehodka, Founder, MGVR Newsletter
Editor, 1981 to 1995*

1981... I have been vintage racing my MGTD for five years, as vintage racing venues were just beginning to open up. There were only a few of us racing MGs, and I thought it would be great to stay in touch with each other. I suggested a MG Vintage Racers' Newsletter, and it met with a lot of support. There was no master plan-just a way to stay in touch with each other. **And it worked well**-and it slowly grew, as did vintage racing and the number of MGs. No one back then would have believed where vintage racing was headed or that it EVER would be possible to have over 100 MGs racing at an event! But more than the MGs, it has been the people who have made the journey possible and fun. I have made so many friends along the way, and received so much support from many. And I have a ton of

wonderful memories to cherish! I thank all of you who have touched my life, and MG vintage racing, in one way, or the other. And as I turn the next page now, my daughter Rachel is approaching racing age, and we are both looking forward to her at the helm of my old' 53 MGTD. How 25 years have just flown by!

There are three significant people I wish to thank. Jerry Storch, who was so instrumental in the founding of, and support of the newsletter for so many years. And the two newsletter editors following me who have not only kept the newsletter alive-but kept it constantly onwards and upwards-to levels I never would have believe possible-Mark Palmer and Chris Meyers. Thank you and everyone else who was ever involved in MGVR!

IN THE BEGINNING.....

So what should this vintage MG racing newsletter be like - that's a good question and one on which you will help supply the answer.

MG VINTAGE RACERS' NEWSLETTER

MARK PALMER, SOON-TO-BE EDITOR

610-867-6014

253 BRIDLEPATH ROAD, BETHLEHEM, PA 18017

Fax: 610-954-9489

"I ACCEPT!"

It was with these bold words that I answered Greg's letter, asking me to become the next Editor of the MG Vintage Racers' Newsletter. What a challenge! What an honor! (What a fool?!) I wasn't surprised that Greg wanted to step down as Editor, but I was extremely surprised that he asked me to take over!

MG VINTAGE RACERS' NEWSLETTER

MARK PALMER, EDITOR

253 BRIDLE PATH ROAD BETHLEHEM, PENNSYLVANIA 18017

Vol. 15
No. 2
June, 1995



610-867-6014 FAX (610) 954-9489

A Decade at the Helm

Mark Palmer

Editor, MGVR Newsletter, 1995-2005

...as I reflect on my years at the helm (1996-2005) the thing that stands out to me is the evolution of our MGVR "Focus Events". Like many great inventions, it started accidentally. In 1994, Joe Tierno was looking for support to keep the Collier Cup alive at Watkins Glen, and enlisted the help of Greg Prehodka and MGVR. That event was successful beyond our wildest hopes! Which of course led us to think; heck, that was so much fun, why don't we try to do it more often?

At Greg's suggestion, we adopted the "Focus Event" nomenclature, and set about to identify another event where MG could be featured. In 1996, we held our first official Focus Event at the Meadow Brook Historic Races at Waterford Hills, Michigan. We were thrilled to have about 25 entrants! But this quickly

established the template for future events, and the recipe worked perfectly the very first time.

From there, our "*Band of Brothers*" moved on to Mosport, Mid-Ohio, Virginia International Raceway, Road Atlanta, NHIS, and of course several additional years at Watkins Glen. Our events have grown from 25 to 30 MGs, to over 100 at some! We are 'in demand' with vintage race organizers now calling us for appearances-instead of the other way around.

I am truly proud of the way all of you have embraced and supported this concept, right from the start. At Hallett this past June, we had our first all-MG/MG-only race weekend-*fantastic!* MGVR has reached a new milestone.

Focus Event!



From The Editor:

MG Vintage Racers Silver Anniversary

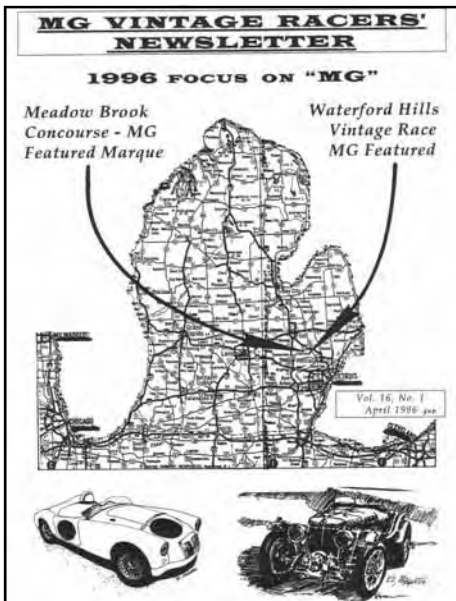
We have come a long way in 25 years. In 1981, Greg Prehodka founded the newsletter with 38 MG vintage racers, as vintage racing was just beginning to expand. As of December, 2006, we have 272 subscribers from across the globe including Canada, England, Germany, and Australia who race MGs from prewar models and MG T types, to MG Specials, to MGAs of the 50's and early 60's, to 60's and 70's Midgets, MGBs, MGCs, and MGB GT V-8's. You can count among us those who have been racing their MGs since before my birth (1960), first-timers seeking to the thrill of driving their MGs at speed on a racing circuit, and our 500th subscriber, Rachel Prehodka-Spindel, our Founder's daughter! All newcomers to MG vintage racing soon realize that while racing a common marque brings us together, it's the camaraderie and friendship that keeps us together. We truly are a 'Band of Brothers'.

Now is an exciting time to be MGVR editor. In early June, 74 MG vintage racers celebrated our 25th anniversary

by throwing a party at Hallett, where many of our 'band of brothers' enjoyed a MG Vintage Racers' first; an all MG event! The Focus Event concept is solid and growing stronger every year. Your newsletter is enjoying STRONG subscriber support. Open the pages of most vintage race publications and you will find at least one article reporting on MG vintage racing activities.

The future looks bright for MG vintage racing! At Hallett, I was encouraged to see younger faces behind the wheel of their vintage steeds. As editor, I see younger subscribers, many of whom are sharing wrench time and seat time with their parents. As a parent, I see my children showing interest in vintage motor racing and MG vintage racing.

Just as I am the current guardian of all that is the MG Vintage Racers' Newsletter, we are all caretakers of the race cars, the 'brotherhood', the concepts that define MG vintage racing.



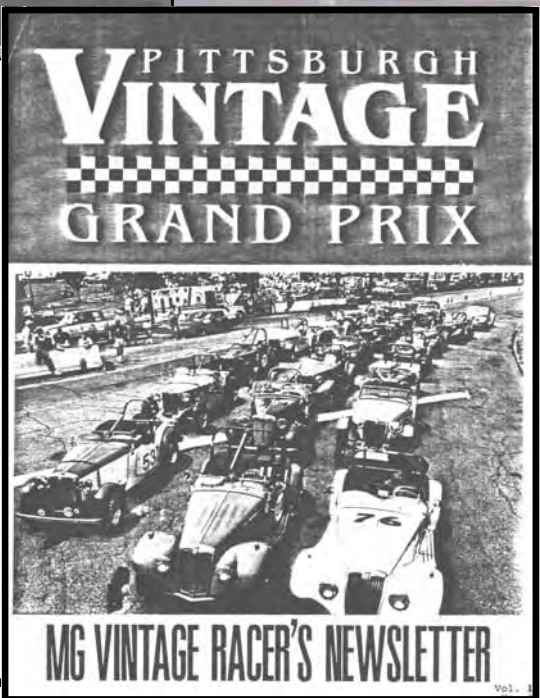
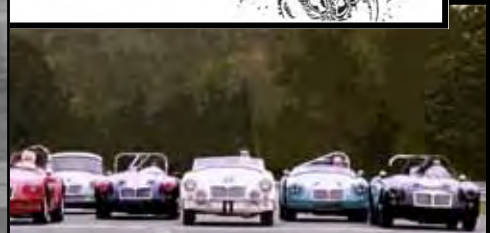
MGVR 25th MGVR 25th



Virginia International Raceway
America's Finest for Sports Cars



MID-GRID: TONY SIMMS RACING IN HIS TWIN CAM IN THE RAIN
PHOTO BY ART EASTMAN





MGV 25th
MGV 25th

We few, we happy few, we band of brothers

(Bold - Founding Member) MG Vintage Racers' Subscribers, 1981-2006 *(Italic - Current Member)*

Aacurio	Charles	II	IMGB	TD	Sp	CT	TC	EDWARD	CT	NY	MGB	
Alexander	Lawrie	Ca	TD	Sp	CT	NY	MGB	Campbell	Eric	Bob	NY	MGB
ALLEN	JIM	PA	MGB	CA	MGB	OH	Midget	<i>FAIRBROTHER</i>	SHIP	GREG	CA	MGB
Allison	Jeff	OH	MGV	NY	MGA	Richard	MGV	<i>Faulkner</i>	Ship	John	NY	MGA
Anderson	Curt/Pearl	CA	MGA	CA	MGB	Canner	Aus	Faust	Lloyd	Larry	Ca	MGB
Anderson	Gary	Ca	MGA	Pa	TD	Carr	Pa	Feipel	Larry	Dan	Ma	MGA
Anderson	Keith	Ms	MGA	Ca	TC	Carson	Pa	Ferguson	Dan			
Anderson	Randy	IL	MGA	Ca	TC	Carson	Pa	Ferguson	Dan			
ANGELONI	BILL	CA	TF	Cassingham	NC	Jack	NC	Finn	Tom	Frank	NY	TD
Archibald	Jack	NY	TC	CECIL	MGA	BOYD	Ca	Finne	Jim	Fred	Md	TD
Armbrust	Doug	Pa	MGA	Chilberg	Ca	George	Ca	Fisher	Fred	Md	TD	
Arcon	Dave	NJ	MGA	Clark	FL	Lorwell	FL	Fisher	Larry	NY	TD	
Atunhoff	Anatoly	OK	Coop	CLEMENS	MN	KEVIN	MN	Fitzgerald	Paul	NH	TD	
AUSTHOFF	JIM	MI	MGB	Sam	Ms	Clifford	Ms	Flynn	Richard	Bra	TD	
Bailey	Todd	OH	TD	Cubline	OH	Oliver	OH	Folsom	Scott	Il	MGB	
Baker	Dick	Ca	MGA	Coluzzi	OH	Bob	OH	FOLSOM	KURT	WA	MGB	
Baker	Terry	Ca	MGA	Colanusso	FL	Peter	FL	Fonseca	Sergo	Ca	TC	
Baldwin	John	Ca	MGA	COLEMAN	TX	STEVE	TX	Ford	Manley	MI	TF	
Barnaszk	Howard	FL	Moto	Coleman	Tn	Bob	Tn	Fox	Bill	Pa	TC	
Barber	James	Cl	MGA	Collins	Vt	Jim	Vt	FRANK	ROBERT	CA	MGB	
Barnhart	Mark	MI	MGA	Conn	N.M.	Bud	N.M.	Freckmann	Walt	CA	MGB	
Barstow	Mike	Pa	TF	COOPER	MD	CARY	MD	Freeman	Howard	Ont.	TD	
Barstow	William	Ga	MGA	COX	Ms	Mason	Ks	Funke	Don	NY	MGA	
Basinger	Al	Ca	MGA	Corn	SC	Buddy	SC	Gable	Beau	FL	TC	
Baurgardner	Tom	OH	MGA	Cornell	Ky	Denver	Ky	Gammans	Ron	Eng	?	
Beck	Curtis	Cl	TD	Coryea	NY	John	NY	Gardner	John	PA	TD	
Beckham	Ed	Ga	TD	COSTICH	ALAN	ALAN	NY	Garnett	Roger	NY	PA	
Benz	Richard	NJ	MGA	COTTER	NY	TOM	NY	Garvey	William	NJ	TD	
Bevont	Gary	FL	TC	COVE	NY	TONY	Bah	Gaubert	Ed	NY	MGA	
Blakemore	John	Ca	MGB	Cove	Norman	Norman	Ca	Gavitt	David	NH	MGA	
BLANKENSHIP	LARRY	VA	MGB	COX	Malcolm	Malcolm	CA	Gaynor	Paul	Cl	TD	
Blevens	Richard	Il	MGA	Cox	Pa	Kevin	Pa	Geb	Lloyd	Pa	MGA	
Bluj	Boris	MI	TD	Crane	Edwin	Edwin	Pa	George	V. Carl	Tn	TD	
BOEHME	DON	IL	TC	Cromwell	Bob	Bob	Pa	GIBB	BLAKE	OK	TD	
Bok	Jim	Cl	TC	Cronin	Edwin	Edwin	Pa	GIBB	BLAKE	OK	TD	
Bomalaski	Martin	Ky	MGA	Crosby	David	David	Ca	Gibbons	Ginny	Oh	MGB	
Boscarino	Tom	NY	TD	Cross	Tim	Tim	Ca	Giffin	Ryan	Va	?	
Bowden	Will	FL	TC	Curl	George	George	Tx	Giffin, III	Hank	Va	TD	
BOWLER	RICHARD	CO	MGB	Curley	Kieran	Kieran	NY	GILBERT	BUTCH	CA	MGB	
BOXSTROM	JACK	Can	TC	Dahlen	David	David	IL	GENE	BUTCH	CA	MGB	
Boyd	Jean	NY	MGA	DAVENPORT	DICK	OS	KS	GILLS	Billy	Ga	TC	
Bragg	Ben	Me	TF	Davis	Tom	Tom	OH	GIRO	RAFAEL	FL	Midget	
BRALICH	DAVID	IL	MGB	Daves	Steve	Steve	Ca	GLANVILLE	BILL	NY	Midget	
Bradow	Mark	Mn	TC	Dees	Mark	Mark	Ca	Gonda	Les	Oh	MGB	
Bremer	Richard	Mi	J-2	Deike	John	John	MI	Goodson	Jamie	Ma	TD	
BRIES	JOHN	CO	MGA	DELONG	GEORGE	TN	GA	Graff	Kim	MGA	MGB	
Brihler	Bill	CO	MGB	DeLucia	Joseph	Joseph	NJ	GREER	ROBERT	CA	MGB	
Brinkman	G.V	NJ	MGB	Deming	Jim	Jim	GA	Griffin	Jim	Il	MGA	
BROWN	SCOTT	CA	MGA	DETLING	RONALD	RONALD	GA	GRIFITHS	JOHN	CA	MGA	
Brown	Dave	NY	TC	DEWALD	HANK	HANK	NC	Grunau	Bob	Ca	TC	
Brown	Jeff	NJ	TD	D'Ceasar	Den	Den	Ca	Halander	Bill	MI	MGB	
Brown	Jason	Pa	TD	D'Ceasar	Jason	Jason	Ca	Halpin	Thomas	Ma	TD	
Buccarelli	Keith	Mi	TF	DICKLEY	DONALD	IL	IL	Halsey	Dennis	Ca	?	
Buchmiller	Joe	Ca	TF	Dorner	Paul	Paul	CA	HAMILTON	JOHN	FL	MGB	
Bucknell	Pip	Aus	TC	Duer	Chris	Chris	NJ	Hansburgh	Brian	Va	MGA	
Buehl	Jim	NY	TD	Dunkley	Roger	Roger	NY	Hendy	Tim	NY	MGA	
BURKHARD	PAUL	WA	MGB	Eaton	Michael	Michael	NY	Hensen	Richard	Il	MGB	
BURNETT	KEITH	VA	MGB	Eberhardt	Bill	Bill	OH	Herkins	Bill	NY	TC	
BURROWS	DAVE	AL	MGB	Edwards	Stan	Stan	CO	HARMER	JOAN	NY	MGA	
BURRUSS	HUGH	VA	MGA	Engle	Blair	Blair	Fl	Harmer	Keith	Ny	MGA	
Burter	E. Dean	OH	K3	Enslittle	Phillip	Phillip	B.C.	Harris	Mark	Va	MGA	
BUTTIROSE	PAUL	FL	MGB	Eubanks	Craig	Craig	CO	HARRISON	DAVID	VA	L2	
BYRNES	KURT	PA	TD	Europa	Joe	Joe	NJ	Hart	Gary	Oh	MGA	
									Bob	MI	MGA	

(Bold - Founding Member) MG Vintage Racers' Subscribers, 1981-2006 *(Italic - Current Member)*

Hart	Patrick	Wa	R-1	TC	NY	TC	Richard	NY	TC	Mign	Ma	TC
Hassall	Mike	Ont.	TF	Kirsch	David	Ma	Ma	TC	Mign	Ma	TC	
Hastings	Dary	Pa	TD	KUNZE	FORSTEN	MI	MGB	MORITZ	MORITZ	Dick	Pa	MGB
Hatch	Gary	NY	TD	KUSCH	MICHIEL	NJ	MGB	MORRISON	MORRISON	RICK	SC	MGB
Headley	REED	TX	MGA	LAMANTIA	EDWARD	CA	MGA	MORSE	MORSE	PAT	IL	TD
Headley	Dave	Mi	MGB	Lane	William	Il	TC	Moss	Moss	Al	Ca	TD
Healy	Stan	NJ	TF	LASATER	ROBERT	Va	Can	MGB	MGB	Frank	Ca	TC
Heathman	Mark	la	TC	Lefferts	Alan	Can	Ca	MGB	MGB	Mike	Va	MGB
Heckert	Alex	Cl	MGA	Leard	Don	Cl	Md	TD	MULLEN	STEPHEN	PA	MGB
Heclett	Roger	Oh	Midget	Leonard	Dan	La	TF	Mitchner	John	In	MGA	
Hell	Roger	Il	TF	Lighfoot	Joe	Can	MGA	Mitschiner	Eugene	NY	MGA	
Hemmer	Ed	SC	MGA	Ligon	George	Md	MGA	Nadelson	Jay	NJ	MGA	
Henn	Simar	Bel	TF	Linsenbarth	Oskar	NY	TD	Nasman	Ted	NY	TC	
Henny	Bill	Pa	MGA	Little	Bob	Ca	TD	Navin	Richard	Can	MGB	
HERSHEY	TED	NY	Midget	LITTLEFIELD	Pam	TX	Midget	Navarro	Reynaldo	Il	TC	
Hill Jr	Watts	NC	PA	Longacre	David	Tx	Midget	O'Brien	Gerard	NY	TD	
Hiler	Andrew	NY	MGA	Longo	Dan	Ca	MGB	O'CONNOR	BUTCH	MA	MGB	
Hooft	Don	Tx	TD	Lugo	Bob	Ma	TD	ODAY	MARK	NJ	MGA	
Hoog	Melcolm	Eng	TF	Luther	Paul	Tn	MGA	ORANDER	ROBERT	NC	TD	
Hobbrook	Dave	Ma	MGA	MacDuff	Dana	Ca	MGA	Ostrowski	Richard	Ca	TD	
Holdren	Bill	SC	Lester	MACE	BOYD	WY	MGA	Palmer	Kevin	Il	MGB	
HOLLAR	Clyde	NY	TC	MacIntire	William	NY	MGA	Palmer	Mark	Pa	MGA	
HOLLINGSWORTH	William	NY	TC	MacIntire	William	NY	MGA	Palmer	George	Cl	TF	
Holloway	Dennis	la	TC	MACINTYRE	JOHN	CO	Midget	Parish	Bill	Tn	TC	
HOLLOWAY	Dennis	Can	MGA	Mailli	Art	Wa	?	Parker	Jack	Cl	TD	
HOLMES	Evan	Can	MGA	Mailli	John	Ont	MGA	Patrick	Allan	Ca	TD	
Homes	Chester	NY	TD	MALCOLMAN	ROYDEN	PA	MGA	Paterson	Alan	Ca	TC	
Hobby	Jim	Can	MGA	MALSDEN	RICK	CA	TD	PATZDOR	DAVID	FL	MGB	
Holtzapfel	Ray	Pa	MGA	Mann	Jonathan	Ma	MGA	Peak	Jack	Ut	MGA	
Hoy	Larry	Co	MGB	Maps	Glenn	Co	MGB	Pedersen	Hans	Wa	MGA	
Hudson	Chuck	Va	TC	Marchant	Lou	TX	MG J2	Pegler	Maxwell	Aus	MGA	
Hugo	Bob	Wa	MGA	Manni	Mike	WI	TD	PERSER	GARY	TX	MGB	
Humphrey	Bruce	Ks	TD	Mars	Kenneth	Ca	K-3	Petrigrass	Dave	Ca	MGA	
Hurny	Nick	Ma	MGA	Marsh	Don	Oh	TC	Pfister	Tony	NJ	MGA	
Hyman	Ed	Cl	TD	Martine	Don	Ca	TC Sp.	Phillips	Elizabeth	NJ	TD	
Inadoli	Peggy	Ma	MGA	Mason	Robert	Oh	MG	Phillips	Kenneth	NJ	TD	
Ingerbrigson	Jeff	Mn	MGA	Mason	Darrell	Il	TC	Pitts	Richard	Wa	MGA	
Inwood	Martin	Ont	TD	McCarthy	James	WI	MGA	Plater	Steve	WI	MGC	
Jackson	Gil	FL	MGB	McCrannahan	JAY	TX	Midget	Powell	Jeff	Il	TC	
Jacobson	Michael	Ca	Lars S	McCREADY	NEIL	CO	MGB	Powers	Richard	NY	MGA	
Jacobson	Michael	CA	TC	MCCUE	JOHN	WV	Midget	PRATHER	KEAT	KS	MGA	
Jacobson	Roy	Ma	TD	McGowan	Chris	Tx	MGB	PRATT	NICK	Can	Midget	
Jancuski	John	Ga	TD	McGovern	Gary	Ga	TC	Prehodka	Barry	Cl	TD	
Jenniches	Peter	Ger	TF	MCGRATH	CHRIS	IL	MGC	Prehodka	Greg	NJ	TD	
Johnson	Tom	NY	MG	McLaughlin	Bates	Va	Gilbert	PRICE	JOHN	TX	TC	
Joseph	Walt	SC	TF	McLaughlin	Mike	Pa	TD	Price	Brick	Ca	TD	
Jubanyik	Richard	NJ	MGA	MCPHERSON	PAT	TX	Midget	Primack	Marvin	WI	Lester	
Kaczmarczyk	Edward	NY	MGA	McSwigan	Andy	Pa	TD	Punam	Bill	WI	TB	
Keller	Albert	OH	MGA	Merlie	Brad	Ga	Midget	Punam	Bill, Jr.	WI	TB	
Keller	Jerry	NJ	TD	Meyer	Carl	Ny	TD	Quattrebaum	Alex	SC	Cooper	
Kelllogg	Rich	Ga	TD	MEYERS	CHRIS	CT	MGA	Rafael	Jeff	NJ	MGA	
Kiley	John	Ma	TD	Miller	Sart	Ga	MGB	Raymond	Dave	Cl	N Type	
Kileen	Mike	NJ	MGA	Miller	Larry	la	MGA	Reller	David	Pa	TD	
Kilpatrick	Bob	Cl	MGB	Miller	Montague	Cl	?	Renshaw	Jeffrey	Cl	TD	
KING	DICK	CT	KN Sp.	MILLIGAN	MICHAEL	FL	MGB	Richards	Jerry	Ga	MGC	
KINNEAR	JOHN	Can	MGB	Milling	Bob	Va	MGA	Rodman Jr	Tom	Pa	TD	
Kniff	Douglas	Mi	MGA	Mills	Robert	Cl	MGA	Rogers	Tom	MGB	GA	
Knudsen	Bob	NY	TD	MISENICK	PAUL	NC	MGB	Rosenberg	Marvin	Cl	TD	
Knudson	Ench	NY	MGA	Montague	MILLER	Cl	TC	Ross	Peter	Ma	TC	
Kobner	Pincho	Ca	Cooper	MOORE	Tom	IL	TC	Roth	Tony	Fl	TD	
Konson	Steve	Pa	TD	Moore	Henry	Cl	?	RUPP	DICK	WI	TD	
KORNEY	Greg	NJ	Midget	Morgan	Brian	Pa	MGA	RUTH	JOHN	WI	MGB	
Kozlowski	Raymond	PA	ELVA	Morgan	George	Ma	TC	RZEPKOWSKI	RICHARD	NJ	Midget	
KRAFTSON	Raymond	PA	ELVA	Morgan	Tom	Ca	MGA	Salsburg	Sue	NJ	MGA	



MGVVR 25th
MGVVR 25th

we few, we happy few, we band of brothers

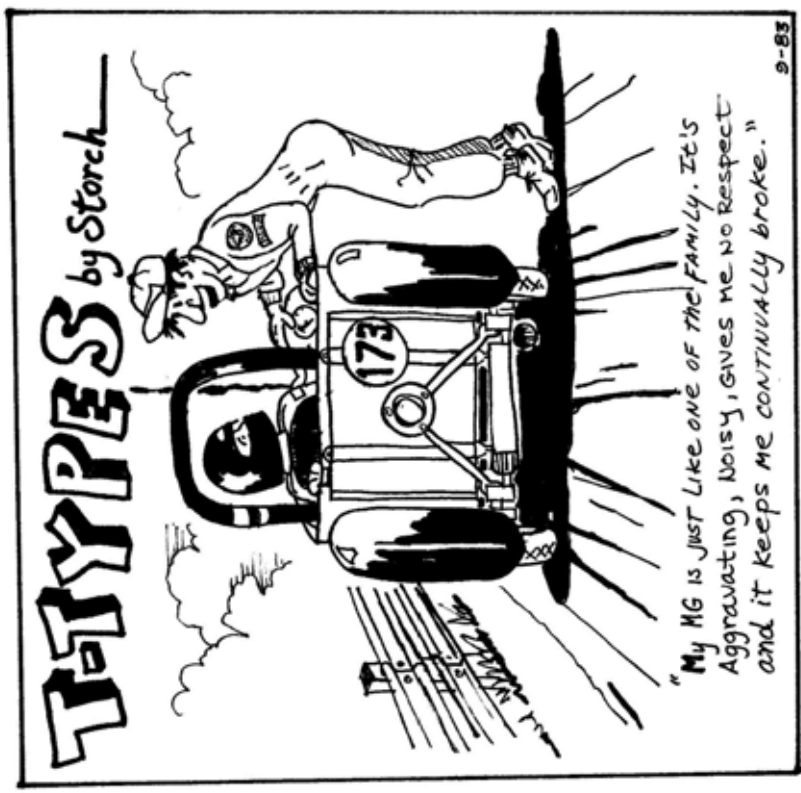
(Bold - Founding Member) **MG Vintage Racers' Subscribers, 1981-2006** (Italic - Current Member)

Member	Ca	Tc	Smith	George	Ma	Td	Walman	George	Ny	Tc
Sargent	Earl	TC	Smith	George	Ma	Td	Walman	George	Ny	TC
Sarawa	Bob	Oh	Smith	Rick	Ma	TC	WARREN	JAMES	NY	MG
Schaefer	Carolyn	In	Smola	Bud	Wa	Midget	Warren	Gordon	NC	Midget
Schierlein	John	Ma	Smola	Thomas	NY	MG	Wasserman	Don	Ca	In-Type
Schlessman	Brad	WI	SOBRAL	PAUL	FL	MG	Wasserman	Mark	MI	IMB
SCHMIDT	DALE	WI	SOBRAL	NEIL	KS	MG	WATKIN	ROBERT	VA	MG
Schmidt	Andrew	NY	Sowinski	Rikki	NY	TD	Watson	Ron	Can	Midget
Schmidt	David	NH	Spohn	Bill	Can	MG	Watts	Paul	Ca	MG
Schmidt	Don	FL	Springstead	Rikki	NY	TD	Webb	Charles	Ca	TC
Schoch	Ferdinand	Ca	Springstead	Bob	Ca	Midget	Weissenborn	Jim	Ca	MG
Schooplin	Bob	Mid	Squire	Rob	Ca	TD	Weich	John	Il	TC
Schroeder	John	Wa	Starkweather	RICK	NC	MG	Weller	Bill	Pa	MG
Schuennemann	Ted	NC	Steinberg	Ralph	Pa	MG	Wentley	Bob	NJ	MG
Schultz	Stephen	NJ	Sterling	Robert	Il	NA	WHITFIELD	THOMAS	TN	MG
Schulze	Patrick	Cl	Stern	Dave	Ma	TD	Wiesen	Stefan	Can	MG
Schwieger	Rod	Ca	Stevens	Bill	NH	MG	Wiggins	Charles	Tx	TC
Scott	Terry	Cl	Storch	Jerry	NJ	TC	WILLIAMS	GREG	TX	MG
Scott	Tom	OH	Studholme	Richard	NY	MG	Williams	Jim	NJ	TF
SETAR	JOHN	TX	Targert	John	Oh	MG	WILLIAMSON	KEN	PA	MG
Shaler	George	Pa	Thelander	Peter	Ca	NE	Williamson	Jack	Ca	TD
Shaner	Dick	Ca	Therrien	Marty	NH	MG	Wilson	Bob	Il	TD
SHELDON	JACK	SC	Thomas	Erik	RI	TC	Woehll	Jack	SC	1300
Sheldon	L.B.	Ca	Thomas	Nicholas	Oh	TD	WOLFF	EDWARD	NJ	MG
Shepard	Ben	Ca	Tierno	Joe	NY	MG	Worby	Richard	Oh	IMB
Sherran	Mark	NJ	TOLKSDORF	OLIVER	NC	MG	WRIGHT	JOHN	PA	MG
Shields	Bill	Pa	Tosler	Alan	NY	MG	Wright	David	Ca	MG
Short	John	Pa	Tucker	Earl	NH	MG	Wunrow	Keith	WI	MG
Silcox	Gary	Wa	UZDAVINIS	PETER	VA	Midget	Yarrington	Rock	Il	MG
Silverman	Syd	NY	Vagley	Richard	Pa	TC	Yanwood	Robert	Ca	MG
Silverstri	Chris	Fl	Van Gemert	Bob	Co	MG	Yates	Reed	Tx	L-Mig
Simms	Tony	Ont	Van Kirk	Robert	Co	Midget	York	Lyle	Il	MG
Singer	Alan	NJ	Ver Kerk	Daryl	Ca	MG	Zanner	Enck	Oh	MG
Sippel	Norman	Cl	Vitlikas	Bob	Va	MG	Zbarsky	Ralph	Can	MG
Smeeth	Paul	Eng	Vogel	Carl	Il	TD	ZIMMERMAN	RANDY	TX	Midget
SMITH	DAVE	MI	Walker	Richard	Ma	TD	Zuger	Lou	Cl	TC
SMITH	LARRY	VA	Walker	Bob	Co	MG				

This is a list of **all the subscribers** - "MG Racers" - of the MG Vintage Racers' Newsletter from its founding in **December 1981 through September 2006**. MGs and home listed are of when the person joined MGVR. Only those racing MGs or preparing to race are listed. No Staff or other.
(Compiled by Greg Prehodka, November 2006, from MGVR database of subscribers "All caps" - have no meaning)

Here are a few Statistics on them:

Total Subscriber racing MGs from December 1981 to September 2006 = 497	Current MGVR Subscribers (Racing or prep to) = 226 (not counting staff, comps, tech, etc.)	Our MGs (as of when subscribing to MGVR), and Member's Homes				
Model-All #	%	No. Home	No. Home	No. Home		
Pre-War	21	4 %	10 Overseas	21 Ma	9 Wa	2 Vt
Specials	14	3 %	23 Canada	19 Va	8 SC	2 Ok
TC	65	13 %	64 Calif	18 Fl	7 Tenn.	2 La
TD	94	20 %	49 N.Y.	18 Tx	6 MD	2 Ky
TF	23	5 %	34 N.J.	17 Mi	6 Iowa	2 In
MG	149	31 %	33 Penn.	14 Ga	5 NH	1 Wv
MG	85	17 %	27 Conn	12 Co	5 KS	1 D.C.N.M.
MGB	5	1 %	24 Ill.	12 N.C.	3 Ms	1 Me
Midget	30	6 %	21 Ohio	10 W	3 Mn	1 Ar
						1 Ri
						Ut



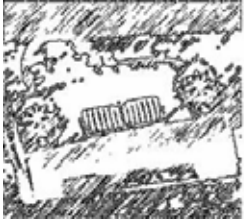
"My MG is just like one of the family. It's Aggravating, Noisy, gives me no respect and it keeps me continually broke."

TECH TIPS VOLUME 1

NOW AVAILABLE FOR A LIMITED TIME ON CD FOR A REDUCED PRICE OF \$10.00

Thanks to the efforts of fellow MG Vintage Racer Steve Schultz, Tech Tips Volume 1 is available in Adobe Acrobat pdf Format on CD. This 'Must Have' publication is chock full of info on safety, performance, set up, equipment, and more in an easy-to-read format. Want to reduce weight without dieting? Read Will Bowden's article! Want to know why They go fast, and you don't? It's because They purchased, and read Tech Tips Vol. 1! Those traditionalists among you can still have printed copies while they last for \$17.00 plus postage.

To purchase, contact [Chris Meyers @comcast.net](mailto:ChrisMeyers@comcast.net) or 860-490-5950



SAFETY FAST NEWS

Mosport Focus Event Cancelled

John Greenwood, President, VARAC and Chris Meyers, Editor, MG Vintage Racers' Newsletter regret to announce the cancellation of the MGVR Focus Event at VARAC's 28th Festival on June 22 to 25, 2007. This agreement was reached in the best spirit of friendship, and mutual understanding between MGVR and VARAC as a way of resolving a difficult situation.

Both parties invested considerable time in an effort to find a workable solution to roll bar, fuel cell, and insurance issues, which vary by race sanctioning organization. While many MG vintage race cars meet VARAC's roll bar and fuel cell regulations, many potential participant MGs, while meeting their home organization's regulations, do not comply with VARAC's stan-

dards. CASC-OR, the sanctioning body for racing in Ontario, confirmed that non-compliant cars will not be allowed to participate.

Even though the VARAC Vintage Festival is no longer the MGVR Focus Event, both MGVR and VARAC urge all VARAC compliant MG vintage racers to come to Mosport's world class facility and participate in the Simms Cup MG Feature Race. See www.VARAC.ca for VARAC vintage rules.

Editor's note: Please turn to page 41 for more information regarding Mosport and VARAC's commitment to the Simms Cup All MG Race at this year's festival.



MGVR Announces '07 Focus Event at Mid Ohio with VSCDA

The MG Vintage Racers Newsletter, in cooperation with VSCDA (*Vintage Sport Car Driver's Association*) announces their revised Focus Event vintage race weekend at Mid-Ohio on **October 12-14**. MGVR designates one vintage race event annually as their "Focus Event" where all MG racers are encouraged to attend and compete. Focus events have been held at various race tracks and with various vintage race organizations over the past 12 years with very successful results! This year's participants can look forward to "MG Races" added by the sanctioning body to supplement their regular race groups. Plus MGVR complements the weekend with some of their own special MG awards and activities. Around 100 racing MGs - ranging from Pre-War MGs to MGB's - from all over North America are expected to compete - MG "Safety Fast" at speed! All MG racers and enthusiasts are encouraged to attend this special weekend of vintage racing and MG camaraderie!

Plan are still under way. For more information, please contact:

MGVR: Chris Meyers, cva1@comcast.net phone 860-490-5950 www.mgvr.net

VSCDA: Sheree Dewey, 616-891-0091, vsda@hughes.net, Tel:616-891-0091 or www.vscda.org/

Mid Ohio Raceway:
www.midohio.com

Stay Tuned as Plans Progress!



TOPTEX HELMET (Racing) with full wrap-around nylon harness, and patented non-resilient liner. Approved for competition racing by Snell Memorial Foundation, Sports Car Club of America and other organizations accept only Snell Foundation-approved helmets
Competition Model list price **\$33.25**
Sports Model list price **\$29.75**



SAFETY FAST NEWS

12 Hours of Sebring to Feature MGA Reunion

SVRA announces a "Sebring MGA Reunion" to be held during the 12 Hours of Sebring at Sebring International Raceway March 2007. The "Sebring MGA Reunion" will be the first time that all known Sebring MGAs will be invited to the raceway for display in the "Gallery of Legends" tent, for participation in demonstration laps, and (pending tech approval) in the SVRA Historic Group races held as part of the Sebring event.

Sebring MGAs will be featured in off-track activities such as the Thursday downtown Sebring festival. There will be many photo-ops, a gallery of Sebring MGA historic photos, and opportunities to meet Sebring owners, and original drivers, and generally celebrate the track, the marque and the cars.

This once in a lifetime event is receiving solid support from current Sebring MGA owners, as well as the drivers who raced the MGAs at Sebring in the '50s and early 60's. Gus Ehrman, former president of Hambro Automotive, and later, J. S. Inskip, is slated to be the guest of honor at Friday evening's barbeque. Gus participated in several Sebring events in the 50's, including three events in Hambro sponsored MGAs, sharing a ride in '56 and '57 with David Ash and Jack van Driel. Rumor has it that Jack will also join us for this milestone event. Rounding out the list of dignitaries is Otto Linton, who raced Sebring 11 times. Otto participated in the first Watkins Glen road race in 1948, driving a supercharged MG J4. At least 4, and possibly 5 Sebring MGAs will be featured at the Gallery of Legends. These survivors are not to be missed. And let's not forget the 55th anniversary of the 12

Hours of Sebring, starting Saturday at 10 AM sharp!

SVRA has scheduled Historic Group qualifying on Wednesday, March 14, the downtown Sebring Festival and Enduro race are scheduled for Thursday, Sprint Races are on for Friday, and the SVRA Bar-B-Que is slated for Saturday noon during the running of the 12 Hours. Sebring MGAs will be allowed to run exhibition laps along with select race MGAs and other significant Sebring cars before the Saturday's race. Depending on schedule, other opportunities to run parade laps may be available. SVRA has waived the usual \$100 fee for parade laps this year (see application).

This will be a memorable Sebring MG event. The 55th anniversary of the 12 Hours, and the 50th anniversary of the oldest Sebring MGA survivor, the BMC dealer-entered #51. Several Sebring MGAs have recently resurfaced, or are being restored; this event will be the first return to Sebring for many of them.

Who to Contact;

SVRA: Jack Woehrl, Jack@svra.com, or 803-753-1098

MGVR: Chris Meyers cvair1@comcast.net

Sebring Owners and MGA: Bob Watkin
Robertwatkin@comcast.net

Thanks to Mike Eaton, Dave Harrison and Bob Watkin for their assistance with this material.

Who's Coming To 12 Hours of Sebring?

As of this writing, the following Sebring MGA owners, and MG vintage racers have expressed interest in attending...

Sebring MGA Owners and Their Cars

Michael Eaton, owner, 1957 Sebring MGA #51-Only known survivor of 3 Inskip prepped MGAs. Driven by David Ashe, Gus Ehrman, and John Van Driel to a 2nd in class finish and shared in the Manufacturers Team Prize.

John Wright, owner, 1960 MGA Twin Cam #40-Factory Competition UMO 93 remains original with 6000 miles. Finished 4th in class behind two Porsche RS60s and Canadian driven Twin Cam #39.

Frank Graham, owner, 1961 Sebring MGA #43-Factory Competition GHD 100149 has original Sebring engine #EX178/43. This MGA was driven to a 2nd in class finish and 16th overall.

Hugh Burruss, owner, 1962 Sebring MGA #52-1600 DeLuxe Coupe was one of three pushrod 1600 MGAs entered in 1962 by BMC and Ecurie Safety Fast of England. Driven by John Sears, and Andrew Hedges, #52 finished in overall 16th place.

MG Vintage Racers and Their Cars

Joe Tierno, MGA

David Smith, MGA

Alan Tosler, MGB

Chris Meyers, MGA Twin Cam

John Targett, MGB

Dick Powers, MGA

Mike Kusch, MGB

Ralph Zbarsky, MGA Twin Cam

Sebring '07 Special Report

Sebring '07 Special Report

Sebring-America's Great Sportscar Race By Dave Smith



BARBOYS-Dave Zych photo

Alec Ulmann saw potential in Hendricks Field, a former training airbase for B-17 crews in 1950. Sam Collier and others planned a 3.5 mile circuit with plans to race on New Years eve. As we know, Sam Collier was killed at the Watkins Glen race in September 1950. The six hour race was named the Sam Collier Memorial Race in his honor. The winner of this race was a Crosley Hot Shot (with the windshield removed). It won on the Index of Performance formula.

The track grew to 5.2 miles in 1952, but later reduced to 4.1 to 4.8 miles in various years. At this time it is 3.7 miles, almost the same as the Collier race of 1950.

The early drivers were Phil Walters, Luigi Chinetti, Briggs Cunningham, our own David Ash, Robert Fergus, Dick Thompson, Walt Hansgen and Jim Kimberly. Later Dan Gurney, John Surtees, Phil Hill, Richie Ginther, Augie Pabst and many others competed. More recently, Alex Quattlebaum, Ed Henning, Tony Simms, Greg Prehodka, Tony Roth, Mike Lewis, Manley Ford, Beau Gable, John Kelly, Bob Coleman, Tom Scott, Hoppi Hall, Bill Holdren, Alex Heckert, Fred Glaesner, Peter Colarusso, Richard Navin, Dick Powers, Dave Smith, Jim Holody, and Joe Tierno have all driven Sebring in their MG racers.

The 12 hours of Sebring features the American LeMans Series. The starting grid has 42 cars as determined by qualifying speed. Each car must use at least two drivers. Pit stops meet the LeMans regulations. If the car stops on the circuit, only the driver can work, however the crew can give instructions.

LMP1 Prototype cars capable of 200 mph plus. The Audi, Lola and Dallara are typical entrants. *(Red signal lights)*

LMP2 Prototypes and lighter and with less engine displacement. Courage and Lola are in this field. *(Blue lights)*

GT1 Production based cars with engine up to 8 liter. Chevrolet Corvette, Aston Martin, Saleen, Ferrari 550 and Maserati are in this field. *(Green Lights)*

GT2 Production based cars with speed up to 170 MPH. Porsche has been strong in this class, but Panoz, TVR and Spyker have been competitive. *(Yellow Lights)*

Each class has the above listed light colour to designate it's class. The lights are on each side of the car and the Leader shows one light, Second in class shows two lights, Third shows three. This makes the nighttime viewing exciting and easy to follow. My favorite class is the GT2. These cars give off the best engine shift point sounds that resonate thru the stands. Nighttime only makes the race car sounds even better.

In 2005 the MG racers were able to walk the main straight, hot pits and view the start finish line. On the grandstand the list of the overall winners is there for all to read. Frazer Nash leads the list with it's 1952 win. Cunningham, Osca, Jaguar, Ferrari, Maserati among many others are listed in this fabulous list of winners. The Sebring Bridge, the Famous clock and the start finish line make this a magical place. Alas the MG Safety Fast Bridge was removed in 1975, however the track still travels thru the place where this bridge stood for so many years.

SVRA is the sanctioning body for this year's Vintage (up to 1969) and Historic(1970 and newer) support races. There is a combined class enduro of 80 minutes on Thursday with two mandatory pit stops. On Friday the vintage group will have a sprint race 8:15 am and ending prior to the 8:45 Historic race. With MG as the featured marque, there is a 9:15 AM exhibition lap session for race prepped MGAs and other Heritage Cars.

On Saturday there are Exhibition laps immediately preceding the start of the 12 hour race. The participants of this session will be by invitation, but MG should be well represented. In 2005 Joe Tierno and I ran nose to tail in this event. To run this circuit in our MGs, just before the 12 hour start was a BIG thrill.

In addition to all the racing events, there is the normal SVRA Hospitality BBQ. Strolling the midway with tens of thousands of race fans is also quite the experience.

Sebring in any year is a must experience event for a vintage racer. With the added incentive of the Factory Sebring Cars this year and with MG as the Featured Marque, it should have your serious consideration. Hope to see YOU at Sebring 2007.

Sebring in any year is a must experience event for a vintage racer. With the added incentive of the Factory Sebring Cars this year and with MG as the Featured Marque, it should have your serious consideration. Hope to see YOU at Sebring 2007.

Sebring in any year is a must experience event for a vintage racer. With the added incentive of the Factory Sebring Cars this year and with MG as the Featured Marque, it should have your serious consideration. Hope to see YOU at Sebring 2007.

Sebring '07 Special Report

Sebring '07 Special Report



BARCBOYS-Spankey Smith photo

Sebring MGA Barbeque



Please join your fellow Sebring MGA owners, Sebring Drivers, and MG racers for a Friday night Trackside Barbeque Buffet at the SVRA tent. Guest speaker at Friday's dinner is Gus Ehrman. Among his many accomplishments, Gus raced MGAs at Sebring in '56, '57 and '59. As President of Hambro Automotive, and later J.S. Inskip, Gus had the opportunity to race Sebring in Morgans('52), an A-H 100-6 (58), and the unique Moto MGTD in '54. Don't miss this once-in-a-lifetime opportunity! Make your reservations today—seating is limited.

Cash Bar-Beer and Wine, along with soft drinks and iced tea will be available



Dinner includes Buffet of Pork Ribs, Smoked Chicken, Cowboy Beans, Potato Salad, Coleslaw, Fruit Salad plus Cake for Dessert

Sebring MGA Reunion Barbeque Reservation Form
Friday, March 16 @ 5:30 under SVRA tent

Please reserve _____ dinners @ \$20.00/dinner.

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

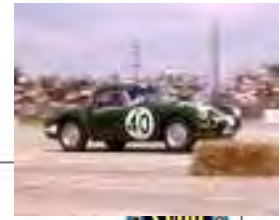
Email: _____ Phone: _____ Cell: _____

please make checks payable to Robert Watkin

Reservations MUST be received no later than February 21. Mail Reservation Forms to:
Bob Watkin
5139 Cannon Bluff Drive Woodbridge, VA 22192 703-590-7867



Sebring '07 Special Report



Courtesy BARCBoys/Mike Eaton

Sebring '07 Special Report



55th Annual ~ 12 Hours of Sebring

Sebring International Raceway ~ March 14 - 17, 2007

Series Sponsors ~ Mike Stott/UBS-Financial ~ Motor Check ~ Stand 21~ Pace American

PROVISIONAL (12/2/2006) PROVISIONAL



Vintage Group (V) - Will include cars manufactured & prepared to 1969 and earlier racing specifications

Historic Group (H) - Will include cars with post-1970 specifications, regardless of Year of manufacture and certain earlier cars that may be deemed more appropriate in this Group

The Motor Check Enduro - Will include all cars entered for the event (V & H) at no extra fee

NOTE: All cars expecting to run after 6:00 pm should have adequate running lights and adequate eye protection for low sun angle glare.

Tuesday, March 13

3:00 - 5:00 pm Registration & Parking

Wednesday, March 14

8:00 - 4:00 pm Registration, Tech & Parking
3:00 pm **Mandatory Driver Meeting - In SVRA tent**

5:40 - 6:10 pm Practice/Qualifying, Historic Group (H)

6:10 - 6:40 pm Practice/Qualifying, Vintage Group (V)

NOTE: All cars expecting to run after 6:00 pm should have adequate running lights

Thursday, March 15

8:00 - 10:30 am Registration, Tech & Parking
9:50 am **Mandatory Driver Meeting - In SVRA tent**
11:00 am All Race and Heritage cars Line Up Behind Pits For Escorted Drive to Downtown Sebring
11:30 - 1:00 pm Optional Downtown Mock Tech and "Taste of Sebring" Festival
1:30 pm Return To Track with Police Escort
2:30 - 4:30 pm Registration

5:45 - 6:45 pm Combined (H) & (V) Motor Check Series Enduro
One Mandatory 5-Minute Pits Stop

Pit Stalls # 26-31 cannot be used by competitors - Pit Speed Limit 35 MPH

NOTE: All cars expecting to run after 6:00 pm should have adequate running lights

Friday, March 16

8:00 - 12:00 am Registration

8:40 - 9:10 am Vintage Group (V) Mike Stott~ UBS Financial Sprint Series Race

9:10 - 9:40 am Historic Group (H) Mike Stott~ UBS Financial Sprint Series Race

Saturday, March 17

7:00 - 8:00 am Registration
7:30 am **Mandatory Driver Meeting for exhibition lap drivers - In SVRA tent**

8:30 - 8:45 am Exhibition Laps ~ Selected and Heritage Cars Only

10:30 am Start ~ **12 Hours of Sebring** for the **American Le Mans Series**

12:00 am SVRA Bar-B-Q at Tent in Paddock



55th Annual Mobil 1 12 Hours of Sebring
 March 14 ~ 17, 2007
SPECIAL MGA ENTRY FORM

Driver Information - Drivers must have a current Racing License and Medical with SVRA or other recognized organization.

Driver: _____ SVRA Member # _____
 Co-Driver: (one crew space) _____ SVRA Member # _____
 Other Racing Organization Name: _____ Member # _____
 Address _____ City: _____ State: _____ Zip: _____
 Phone(Day) _____ Fax _____ Email _____

Non-SVRA Members - A copy of your current competition license & medical must be included with entry.

Car Information - A Race Car Information Sheet (RCIS) and photo must be submitted for cars not known to SVRA.

Car Year _____ Make _____ Model _____
 Color(s) _____ Actual Displacement _____
 Log Book # and Organization _____ AMB Transponder # _____
 Number Request: 1st _____ 2nd _____ 3rd _____

Crew Information - Entry includes Driver and Three Crew Members.

1. _____ 2. _____ 3. _____

Entry Fees - Note: We do not give refunds - A credit will be issued and is good for one year.

Race Entry Includes: Four (4) Race Credentials, two (2) Paddock Parking Credentials, Entry to Social Events and Race Mementos.

Event Activities Entered (Please check all applicable boxes.)

<input type="checkbox"/> Mike Stott-UBS Sprint/MotorCheck Enduro Series Entry - MGAs only	Non-Member \$325 _____	SVRA/HSRMember \$325 _____
<input type="checkbox"/> Non-Competition/display/parade only - MGAs (Must be pre-approved) (Sebring MGA and vintage race MGA)	0 _____	0 _____
<input type="checkbox"/> Mike Stott-UBS Sprint/MotorCheck Enduro Series Entry - All other makes and models	\$450 _____	\$425 _____
<input type="checkbox"/> Number of Over Crew _____ @ \$30 each	\$ _____	\$ _____
<input type="checkbox"/> LATE FEE - If Received after February 27	\$ 50 _____	\$ 50 _____
<input type="checkbox"/> VISA <input type="checkbox"/> MC	Credit Used \$ _____	\$ _____
_____ Exp. ____/____/____	Amount Enclosed \$ _____	

Signature _____

Entry Rec'd _____ Payment Rec'd _____
 Check # _____ Amt. Rec'd \$ _____

****If you do not have an AMB transponder, please contact our office or go to our website for the required rental/purchase form.

Payment Information:
 Make checks payable to SVRA and mail to:
 257 DeKalb Industrial Way, Decatur, GA 30030
 Phone: (404)298-3323 Fax: (404)298-3325
www.svra.com email: kim@svra.com

For Office Use Only
 Sprint Race Class _____ Enduro Class _____
 Car # _____ Group _____

As a condition to entry, entrant (i) has read the SVRA General & Supplemental Rules and Regulations and consents to their application and interpretation by SVRA officials in their discretion and (ii) acknowledges that motor sports are dangerous and assumes all risks of participation. The applicant (including crew, driver and car owner) agrees to conform to the rules, procedures and policies of SVRA and waives any right to claim against, and covenants not to sue SVRA, its officers, directors, employees, agents or any drivers' committee with respect to the interpretation or application of any rules, procedures or policies.



Competition



PVGP '06 – Another MG ‘Triumph’ by Manley Ford-#76 TD

The 2006 PVGP, despite temperatures in the 90s, was one of the best ever with an excellent turnout of MGs, once again the most of any marque in attendance. Great stories and photos have appeared in Victory Lane (Sept. 06) and the most recent Vintage Motorsport, so check those out if you haven't done so already. Don't subscribe? Then check out the media coverage at www.pvgp.org, just an excellent web site that gets better all the time.

Here's the MG participant run-down, as best as I can recall (writer not responsible for inaccuracies).

Frank Mount was there in his TB special and did very well in the Pre-war group finishing a close second to a Morgan Trike. Most of us were assigned to, Group 4, the "Pre-War and Preservation Group"

Paul Fitzgerald fought with gremlins all weekend only to have his TDs oil pressure switch fitting come adrift on the false grid for the race. Oil everywhere. Fixed it and started from the pit lane in the back, so had a great time charging through the field to take sixth.

George Shafer had installed a new B&G clutch in his TD and had trouble getting it to release properly because his pedal travel (Shafer-engineered RHD conversion) is much greater than stock and he'd bind the thing up when he'd shove the pedal to the floor. Shaf got that and some ignition gremlins sorted and took 5th in Group 4.

Eddie Callo III, driving for Ed the deuce in the red TC, I guess had something to do with all the cones leading to the hay bales getting scattered near the end of the Group 4 race and depositing one of the TCs rear fenders somewhere in that vicinity – just like in *The Red Car* – eh "Hap," but no "riding mechanic" to reach over and grab it.

Jeff Renshaw was back with his gorgeous green TD and slickest little race car trailer you ever saw. He also presented a couple of us a very nice acrylic paperweight gift encasing those cool Brit postage stamps depicting the bonnet and grill shell of a green

T-type. This was in recognition of valiant but failed efforts at PVGP '05 to diagnose and fix an ignition gremlin in his TD. Turned out a later-diagnosed generator snafu of some type had been the root cause of a misfire that sure seemed like condenser failure to me! Our own version of "Stump the Chumps."

Bob Schoeplein had his first experience at Pittsburgh in Honeybee and became instantly hooked, sending me an email post-event asking advice on how to drive the course. I responded with what turned into a lengthy treatise on the subject, so I'm expanding that still more and hope to publish it in a future MGVR newsletter, if Chris can find the space.

Pittsburgh local Monroe Snider had his MGA back from a year-long spiff up that caused him to miss the '05 race.

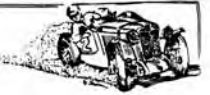
Chris Meyers was there with his Twin Cam MGA which ran great until the NAPA Auto Parts style fuel pump apparently gave up the ghost late in his race.

Other MGs on hand included Andy McSwigan in his TF, Ed Cronin's ever fast and stunning TD which garnered fourth in the Group 4 race, George Smith and his black TC, Mark Ferrara in an MG Midget and the MGAs of Ray Maloumian, Keith Harmer, Tom Dick and Jim Weissenborn.

In my case, the TD ran super, save for a freshly installed tranny- which shifted better than any gearbox I had previously put in the car but later revealed a tendency to jump out of fourth under load which made negotiating the entry onto Panther Hollow

Bridge somewhat entertaining -- right-hand on shifter, left-hand wringing the wheel rim in the 10:00 position -- as the bumps going onto the bridge seemed to have gotten worse and the car bounced all over the place there - thus reducing one's willingness to brave taking that downhill right hand kink onto the bridge flat-out like I could gradually work my

*"Big
George...loudly
declared I
should be re-
named
'Maniac'"*



way up to in previous years.

Regardless, TD #776 (its official VSCCA number) won Group 4 from the pole and had a great race with John Masters in his very quick and consistent Turner which was in my mirrors (and occasionally alongside) the entire race until the Turner's brakes cooked toward the end. John is a true gentleman and a great driver, one I had never bested in the past whenever the VSCCA-race-group gods had placed us in the same group. John had announced in his registration for the event that he was "retiring" from racing and selling his car after PVGP so he and his wife could spend more time traveling the world. VSCCA officials were making a big deal about it at the drivers meetings as did track announcer Ted Sohier on the PA, so the pressure was on to see him go out with a win. And, no doubt, whoever bought that Turner is getting a great car, but I'd definitely go through the brakes and the engine because John made it clear he'd left nothing behind in the race as evidenced by his having turned the fastest lap.

As far as the overall event itself, I've never seen the Pittsburgh Vintage Grand Prix run better in the 20 years



Photo courtesy Ed Hyman

Frank and Connie Mount enjoying seat time

I've been going to races there. Things happened on time, the food was good and plentiful, and there was bottled water just about everywhere to help deal with the usual heat that was abated somewhat by a gentle breeze throughout the weekend.

VSCCA event chairman Dave George, in his second year as Big Kahuna, was his most agreeable self - probably because he and his support team had made extra-sure that DWYSYWD was in full operation which apparently had not been the case in '05 when a lot of commitments for various things just flat didn't happen - no fault of Dave's but you could tell he had taken the '05 blunders hard and addressed every single one of them for '06 and added many improvements including a dinner and auction on Saturday evening that was really nice. A measure of the efficiency of the operation was that the last race on

Sunday was over before 4:00. They even had an extra consolation session at the end of the day for all those who were in the last group in '05 but whose race got scrubbed due to a clipped utility pole and the T-cells that rolled in shortly after. Incidentally, first place in that event was John Masters - so he indeed did go out a winner in his last race in his Turner after all.

There were more than 150 cars this year and there was very little carnage from what I could see, although "Big George" - the loquacious head of the biker club security detail - was chatting me up on the false grid on race day with lurid descriptions of supposedly rolled and battered cars and chopper med-evacs for injured drivers -- his way of encouraging cautious driving. After qualifying, Big George made a special trip up to the paddock and loudly declared I should be renamed



...so be good for goodness sake!

"Maniac." That guy is a trip, with his classic Pittsburgh accent

and somewhat imposing presence making his Honda Gold Wing look like a reasonable size bike when he's on it. On Friday, he delighted in rousting people in the paddock who weren't wearing their wristband IDs, later snorting with pride that "not so much as a screwdriver has walked out of that paddock" since several motorcycle clubs took over track security from the police a few years ago. The bikers don't get paid but they do get to cruise a couple laps during the festivities on Sunday.

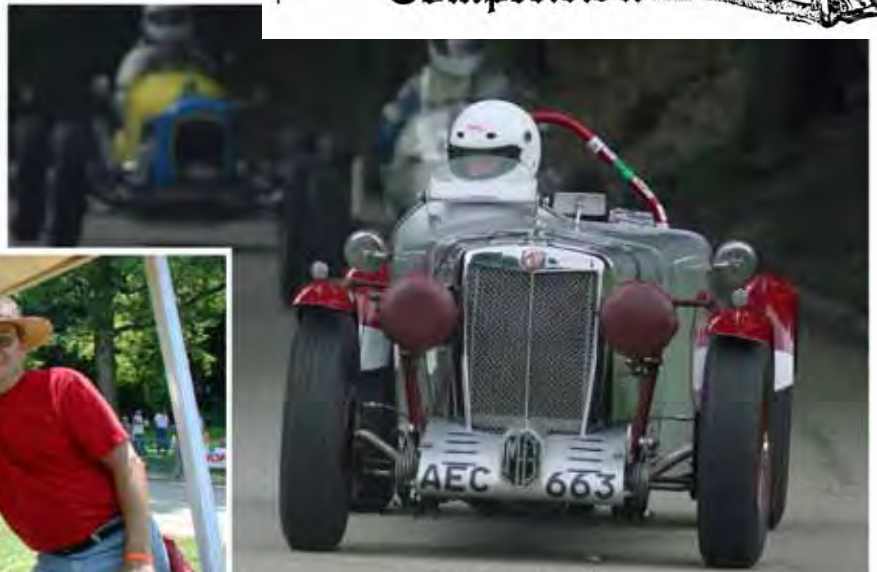
Of course, the big winners after all this great fun are the PVGP charities. The '06 event cranked out a record \$160,000 in donations - a record - taking the total contributions to the Allegheny School and the Pittsburgh Autism Society since the race started in '83 to more than \$2 million.

2007 will be the 25th iteration of this unique non-race, and Dave George is trying to figure out how to make it better and get 200 cars for that one. Not sure that's a good goal, but, gee, Dave, what marque do you suppose might show up in droves if you rolled out the red carpet for them?

Competition



Pittsburgh VintageGP
July 15-16, 2006
Schenley Park
Pittsburgh, Pennsylvania



Frank Mount



Jake Jacobson - Jerry Greaves
Sam Lee - George Vapaa



Bruce Rudin



Johnsonville
"Brats"



George Smith

Photo Montage Courtesy Walt and Lu Pietrowicz
www.VintageAutoSports.com

Competition



Jim Weissenborn



Robert Peet

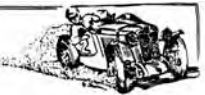


Mark Palmer



Richard Navin

VRG / VDCA
PVGP Historic Races
July 8-9, 2006
BeaveRun Motorsports Park



VSCCA "Summer Sprints" at Lime Rock Park

by Chris Meyers

The weather was just about perfect for Lime Rock (i.e. no rain). VSCCA ran five groups, sharing the track with the Performance Drivers' Association. A total of 10 MGs participated in what was once known as the "Spring Sprints", or the "Snow Sprints". The Under Two Litre group boasted its usual large grid, with somewhere around 30 or so participants (8 MGs). Friday track time was limited to three 20 minute sessions but Saturday time was plentiful with the usual combined afternoon groups and the traditional late pm All Comers race to finish things up. We had a decent showing of MGs with Paul Fitzgerald, Frank Filangeri, Mark Sherman, Peter Ross Jim Bok, Jim Warren, K & J Harmar, Jeff Renshaw, Andy Schmidt and yours truly. Mark, Jim and Peter ran in preservation. Dan Leonard brought his Speedwell, saving the TD for the Glen. "Clementine" ('smudge' was already taken) ran quite well Saturday after a few problems Friday (stuck throttle on front straight was a giant thrill). Paul F. had his gremlins to battle with, including finding his radiator cap in his pocket while leading the pace lap during Saturday's feature.

Oops. I hate when that happens! Mark Sherman pulled into

I had the damn cap right here in my damn hand!



Susanne and Jim and Y.T. enjoying Northwest CT's finest weather!

the pits near the end of the "All Comers" race to find his engine an oily mess. After a quick look-see by Scott Terry, last rites were administered (to the TD). Frank F. ran great all weekend, while Jeff Renshaw ran his usual consistent lrp race WITHOUT spinning at the left hander (Renshaw Corner). Peter Ross was a presence at everyone's paddock lending a hand wherever needed as only Peter can do. Rachel Ross assisted with registration and monitor of "the list", our friendly reminder that one must race quietly while at Lime Rock. Joan Harmer ran Friday, and Keith was planning to run Saturday.

We had more than the usual mischief in Big Bend on green flag Friday but almost everyone got it out of their systems before Saturday. We had one treat Saturday when one of the PDA (I think) winged warriors ran out of track on track out at Big Bend and yanked/shot across the track at speed into the right inside tire wall. At his speed, the wind displaced by the hit was felt in the paddock. Luckily, the driver was unhurt, but he climbed out of the car wearing jeans, a tee shirt, and sneakers. Egads.

Lime Rock Park can be quite warm in August. But I guarantee cold, bone chilling weather in April.

The VSCCA has a winner in the Summer Sprints.



Jeff and Andy and Jim drag racing down the front straight



Paul and Joan playing in Echo Valley



SVRA Zippo Vintage Grand Prix at Watkins Glen

by Chris Meyers

How many 'Signature' MG vintage race events can you think of. Pittsburgh Vintage Grand Prix comes to mind (always a good MG turnout). VARAC's Mosport event and the Simms Cup should be on the list of many MG racers. What happened to the Road Atlanta *Safety Fast* races from years past? In my humble opinion, the Grand daddy of them all is the Zippo Vintage Grand Prix and the Collier Cup Memorial race, first run in 1954 to honor the memory of Sam and Miles Collier, brothers who were instrumental in building a following for prewar American road racing in MGs and other sports cars. Sam Collier lost his life when he drove off-course while leading the 1950 Watkins Glen GP. Miles lost his battle with polio in 1954. September 1954 marked the first Collier Brothers Memorial MG Race.

1985 finds eight MG vintage racers participating in SVRA's inaugural Collier Cup vintage MG race at Watkins Glen. Bob Colaizzi wins the Collier Cup as selected by his peers. SVRA's commitment to this historically significant race leads to ever larger race grids. 1994 marks the 40th anniversary of the Collier Cup. Through the effort of Joe Tierno and MGVR, a record breaking 60 MGs take to the track! "It doesn't get any better than this!". Oh yes it does. 1998 marks the 50th anniversary of the Watkins Glen Grand Prix. 64 MGs line up for the Collier Cup race. "A fabulous achievement". It gets better. 2004 marks the 50th anniversary of the Collier Cup. An unbelievable 143 MG vintage racers participate in TWO Collier Cup races due to the unprecedented

participation. This is without a doubt the largest MG race gathering ever in North America to date! This record may stand for some time (all time?)

This year's version of SVRA's Zippo Vintage Grand Prix served up four beautiful late Summer Finger Lakes days of racing, celebrating, remembering, honoring,

and racing. With exception of a minor incident marring the reenactment, the weekend was virtually without flaw. I have come to expect no less from Watkins Glen and SVRA. This "off" year (no focus event, no anniversary) saw 32 MGs take the green flag in the Collier Cup race. More on that later.

Here are the highlights. We had 31 MGs participating in 4 race groups. A few intrepid participants ("Iron" Manley Ford, George Shafer) raced in Group 1, AND Group 4.

Group 1 MGAs, and Midgets (and two TDs) was the usual Mini Cooper fest up front, with Derek Chima and Peter Uzdavinis and their Midgets not far behind. Joe Tierno's ex-Bob Bucher 029 MGA ran strong all weekend, with Dick Rzepkowski's Midget, Dave Smith's MGA, Ted Hershey's Midget, and Manley's TD not far behind. Dick Powers (MGA), Jim Weissenborn (MGA), George Shafer(TD) and Tom Baumgardner(MGA sporting the infamous 'bottoms up' roller skate strapped to the top of his roll bar) may have had the most fun in Group 1 where they diced with evenly matched Datsuns, Spits and a few Mini Coopers.

"sporting the infamous 'bottoms up' roller skate strapped to the top of his roll bar"

In Group 3, the MGBs of Marcus Jones, Alan Tosler, Mike Kusch, and John Targett had their fun running with Porsche 356s, a TR4 and a Datsun 2000. Alexandria, Virginia's Larry Blankenship and Pittsburgh's Fred Danovitz found themselves dueling with Alfas, Porsches and the likes of Gary Fairbrother, Richard Navin and Joe Lightfoot. The MGB GTs of Al Costich and Jim Allen found themselves battling with a Lotus Cortina, more Alfas, a Volvo P1800 and Stephen Mullen's MGB.

Group 4 attracted a host of big block specials, larger bore British iron, Devins, Loti, Listers and our very own Steve Konsin driving his Lester MG sharing the track with prewar Bugattis, Alfas, Maseratis, AND T series MGs of Dan Leonard, Frank Filangeri, George Shafer, and Manley Ford. In my opinion, this was the race group to watch, with rumbling big bores bearing down on humble prewar racers, Steve Konsin mixing it up with the Healeys and Triumphs,



Photo courtesy Walt and Lu Pietrowicz



Manley shamelessly hounding the big bore specials. Manley's read on besting many of the pre-War and big bore crowd: "getting a bottle of Great Western Champagne and a very cool SVRA medallion depicting a Lister Jag, an Allard and the famous #7 TC was booty I wasn't about to turn down." The Dan and Frank show picked up this year where it left off last year, with twin 'Cream Cracker' TDs barely inches apart much of the weekend. This left George Shafer alone to harass the 120 Jags.

SVRA Group 8 featured Porsche 911s and 914-6s, Datsun 240s, Lotus Super 7s, and the rumbling,

"With 10 minutes to the start of the Collier Cup I suited up and was on my way to the grid"

grumbling MGB GT V-8s of Jerry Richards and Les Gonda. Those of you familiar with the Les and Jerry's exploits have come to expect the best in nose-to-tail racing between two gentlemen racers. Both ran lap times equal to the fastest of the Group 8 racers. Not all was trouble-free for the V-8's this weekend. Jerry writes... "I can't tell you how thankful I was to all the guys that mucked in to help me

replace the head gasket the previous night and the next morning. Bill Bartlett even brought a heater for

us. *That's the MG spirit!* We warmed up the engine with a hour to go-after about 5 minutes there was a tapping from the engine. My heart sunk as this was a new block and head and now it sounded as it could be a big end knocking. By now there was about 45 minutes to the start(Collier Cup). My friend and competitor, Les Gonda, insisted that I pull the carbs off and check the valves-one might have come loose. After draining the water, removing the carbs which shroud the valve covers there it was! In the dark the night before I had obviously loosened one of the nuts on the rockers and when checking the gap the next morning it was OK-so I did not check that one farther.

Regapped the valve, tightened it down, replaced the carbs, filled the water. With 10 minutes to the start of the Collier Cup I suited up and was on my way to the grid.

During the race the block was pressurizing and oil was being forced into the catch tank. By lap 3 the catch tank was overflowing and oil was leaking in over the pedals. One slip off the brake peddles at over 140mph really gets your attention as I flew into the inner loop the at the end of the back straight. It was great as the car was sideways; back on the power to make the left right.

Collier Brothers Memorial Trophy Race 2006

by Greg Prehodka

There was MG competition and camaraderie aplenty at this year's Collier Cup race.

This year's race featured 31 MGs from T Series to MGB-V8's. At this historic track the Collier Brothers of MG Racing legend are still fondly remembered, and this trophy honors their memory.

The race crowned four winners. The highest honors went to MGA racer Dave Smith of Holt, Michigan. Dave received the Collier Cup, being selected by his peers for the award as the racer best representing the spirit of MG vintage racing, both in car preparation, and driver attitude and performance. Upon receiving the trophy, Dave paid tribute to those who preceded him. "To think of all the great vintage racers engraved on this Collier Cup, since 1985, and having the honor of joining them, was overwhelming!" he said.

I also thought of my great friend, Denver Cornett. Denver, this one's for you!"

Denver Cornett raced his MGTC in the first race at the Glen in 1948, and established the Cornett Cup for MGs in this race a number of years ago. It is still awarded for the first MG to cross the finish line. This year's winner was Jerry Richards of Flowery Branch, GA and his MGB GT V-8.

The North American MGA Register (NAMGAR) sponsors another trophy, the Bucher-Decker Award, for the first MGA. The trophy, named for two former greats among MGA racers, was captured this year by Joe Tierno, of Honeoye Falls, NY, who races the former Bob Bucher MGA.

Joe commented, "when Dave and I were directed to Victory Lane with our MGAs, suddenly there were two men who were 30 years younger! The overwhelming emotion was unexpected, but it will always carry a special place in my heart."

Chris Meyers, MGVR editor, noted that both Joe and Dave were very emotional on the awards podium. "I had a difficult time containing my own emotions at that point," he confessed.

The last award was the T Cup for the first T Series MG in the race. Manley Ford of South Lyon, Michigan took-home the honors with his TD.

Manley was philosophical; "The real prize isn't taking home the hardware," he said. "It's the enjoyment of the people, the place and the event, and the privilege of being able to go out on such a historic track, while flinging these great little cars around within inches of one another in true



Collier Cup *continued*

MG 'safety fast' tradition-while grinning more and more every lap."



NAMGAR Chief Tim Coyne



T. Coyne Photo

Manley Ford's MGTD



M. Ford Photo

Dave Smith driving Denver's TC



T. Coyne Photo

"To think of all the great vintage racers engraved on this cup and having the honor of joining them was overwhelming. I also thought of my great friend Denver Cornett. He would always tell me that someday I would get the Collier Cup, but it better be damn soon. Well Denver, this one is for you."

—Dave Smith on winning the Collier Cup

Meyers Photo



Meyers Photo

Meyers Photo



Walter Pietrowicz and Friend

Denny Cornett

Dave Smith

Editor



Mark Barnhart

Otto Linton

Steve Konsin



Clark Nicholls Photo





Zippo U.S. Vintage GP
Watkins Glen - Sept 8-10, 2006

Jim Weissenborn



Manley Ford



Gary Fairbrother



John Targett

Michael Kusch

Zippo U.S. Vintage GP

Watkins Glen - Sept 8-10, 2006

Competition



Les Gonda



Dave Smith

Jerry Richards

Joe Tierno



Jerry Richards



Gary Fairbrother



Marcus Jones

John Zwerner

Montage Courtesy Walt and Lu Pietrowicz VintageAutoSports.com



MG “High Five” Tag Team Race = FUN

By: Greg Prehodka

The *Vintage Sports Car Club of America* injected a huge amount of **FUN** into its “**Fall Finale**” races at Lime Rock Park, Ct. this October 6-7, by orchestrating an “**All MG Tag Team Handicap Race**”! This was a special race, in addition to their usual “Scratch” Races”. MGs were the featured marque, and as a bonus they were given a special “All MG” handicap race. Based on “lap times”, the handicapper assembled eight teams of three MGs each with about equal potential to win. Teams were mostly mixes of MG T’s and MGAs, with each team also having to supply a designated “**High Five**” tag team runner. For the start, the first group of 8 MGs took the green in the normal manner, completed five laps, then came into the pits.

Mark Sherman Photo



Jim Warren – on the winning team – recalls the start: *“As the opening leg for the winning team, I started on the inside of the front row. When the green flag dropped, an unidentified TD on my outside got a jump on me, grabbed the lead going into Big Bend, and held on for the remainder. Steve Schultz in MGA #60 and I had been swapping slipstreams all weekend and I was not too surprised to find him putting me behind him after lap one. The three of us proceeded in order as a three-MG freight train until our final lap. I almost passed the two in front of me as they ducked into the pits at the end of our 5 laps and came to a stop. I caused a bit of front tire squeal trying to avoid Steve’s rear bumper, but managed to pull in and “High Five” Jean Weissenborn, our team runner. The rest is history.”*

As the teams first MGs came in and stopped in the designated area, each driver gave a “**High Five**” to their team’s runner, who then ran to the team’s second

MG parked on the false grid, giving that driver a “High Five” slap. With that slap, the teams second MG went out for its five laps. Repeat for team’s 3rd MG which took the checkered flag, with a total of 15 laps for the team race. This provided exciting entertainment of watching MGs coming and going and runners racing on foot with each other to tag off their team’s next car with runners often running neck and neck with each other in a foot race! And instead of the usual scratch race - where we usually know who is most likely to win – this was truly a “*race to the finish*”, as the winning team won by only a few car lengths with everyone cheering their team on! Part of the winning strategy was to get a fast runner! And for a couple of racers, it became a test of their ability to count “Five laps”, as they did SIX laps before pitting – putting their team out of contention to the dismay of their teammates! Overall, it was great fun for racers, runners, and spectators alike and all agreed that it should be done again in the future. The winning team of three MGA drivers – *grinning ear to ear* - were rewarded with bottles of champagne to celebrate their victory. It consisted of:

- ’57 MGA - Jim Warren
- ’59 MGA - Jim Weissenborn
- ’60 MGA– Storm Field



Walt and Lu Pietrowicz Photo

Storm later reflected: *“What a super fun event! The handicapping was spot on with about four teams charging the finish line together. Jim Weissenborn’s wife (Jean) was our runner and I think it was her efforts that put us in the lead! I have to say that both Jim’s on our team drove like men possessed and I have*



Fall Finale-continued

no trouble crediting them for our sterling performance. I was just glad to be part of the weekend! Kudos' to all who arranged the race program and thanks to all the fellow MG racers who couldn't have been nicer or more fun to race with!" And fellow team winner Jim Warren: "This was one of the most satisfying events I've run in quite some time – the wacky MG relay race was great fun!

Other comments on the event: John Schieffelin racing his '39 MGTB: - "The Tag Team race was really fun – it loosened up the atmosphere, gave

everyone a chance to shine, and encouraged more people to get to know each other." Chris Meyers racing a MGA: - "The MG team race was well run with several cars bunched near the front at the checkered flag. Everyone who participated, or watched, had a great time! Jodi Schieffelin – ("High Five" runner) "I had a blast doing this – I wanted to have more cars to tag!

So, as the sun set on this beautiful part of north-west Connecticut, with all the fall colors bursting out on the rolling hillsides, MG racers and crews



Prehodka Photo



Mark Sherman Photo



Prehodka Photo



Prehodka Photo



Prehodka Photo



Mark Sherman Photo



VSCCA Fall Finale

Lime Rock - Oct 6-7, 2006



Myszkowski

Field

Filangeri

Harmar

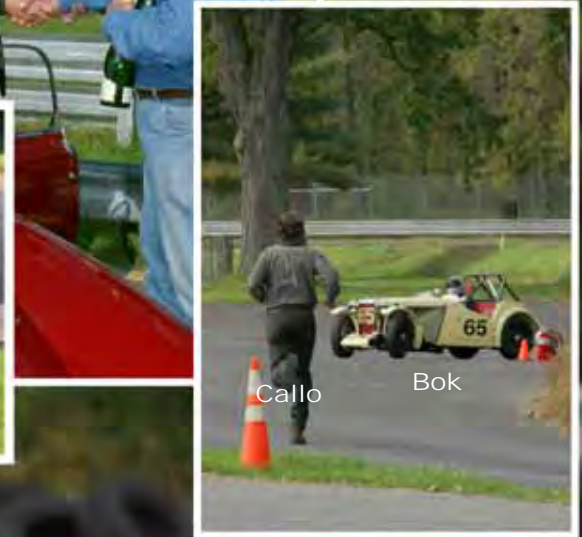


Weissenborn

Prehodka



Leonard



Callo

Bok



Fisher

Smith



VSCCA Awards at Fall Finale

It is the policy of the VSCCA not to give out racing awards, so they occasionally come up with some clever ways to give out "special awards". At their "Fall Finale" races at Lime Rock Park in October, they had a dinner Friday evening at the nearby historic White Hart Inn, which was enjoyed by all. Since the MG T series was featured, Bob Grunau gave an informative talk on the history of the MG T series. Then the following his talk the following awards were presented to MG racers:

Oldest MG: John Schieffelin with his gorgeous 1939 MGTB

Longest Tow: Dale Schmidt from Wisconsin (MGTD)

MG Leaking the Most Oil: Larry Fisher (MGTD) (Editor takes issue with this one!)

Corner Worker's Choice: Joan Harmer (MGA)

Greg Prehodka was also presented with a special VSCCA service award. Bob Millstein presented the plaque to him which read: "This award is made to Greg Prehodka in recognition of his 30 years of support of the VSCCA and his tireless efforts in promoting vintage racing for MGs"

Greg has helped run a number of VSCCA events over the years, and has been a VSCCA race event chairman several times. He also ran the "ALL MG Tag Team Handicap Race" at this event, as well as promoting this Fall Finale race weekend. Plus he has been very active in promoting MG vintage racing since 1981, when he founded the "MG Vintage Racers' Newsletter, which is currently celebrating its "Silver Anniversary".

Tosler Captures Two Awards With MGB

It must be the British in him! Alan Tosler came to the US from the UK in 1995 and started a business in New York City. Then in 2003 he tested the waters of vintage racing with his MGB. His love of the sport and MGs kept growing, and with help and guidance from seasoned MG racers Mike Kusch, Don Munoz, and John Target, he kept honing his racing skills, and improving his MG, as he became more competitive. In his last race of this season, with SVRA at VIR in September, he started 8th on the grid in his group 8 "Mike Stott-UBS Sprint Series" race. With improved skills, he slowly moved up through the field and on the last lap passed Schanbel's Volvo to nail down an impressive 2nd place overall, and first in his class! Mike Kusch and others even commented on how much smoother and quicker Alan's driving had become! As a result of his great drive and finish, he was awarded VIR's "Founder's Cup", which was established in 2004 by Dr. Hooper Johnson, one of the original four creators of VIR.

Alan's constant improvement in racing from 2003 to 2006 did not go unnoticed! His first vintage race event was in 2003 - also at VIR - where he finished 13th overall in the MG Vintage Racer's "All MG Race". From that humble beginning, he kept attending more races, honing his racing skills and worked on fine tuning his MGB - as his race results kept improving! His last race this season was at VIR with SVRA. He wanted to race at SVRA's season closer at Road Atlanta in October, but it was not in his cards. Then - to his surprise - his friends called him after the Road Atlanta race to tell him he had been awarded SVRA's "*Most Improved Driver of the Year*" award! Quite a year for Alan!

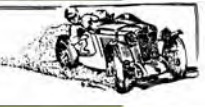


Photos courtesy Robert Harrington



Formula Car Festival

Competition

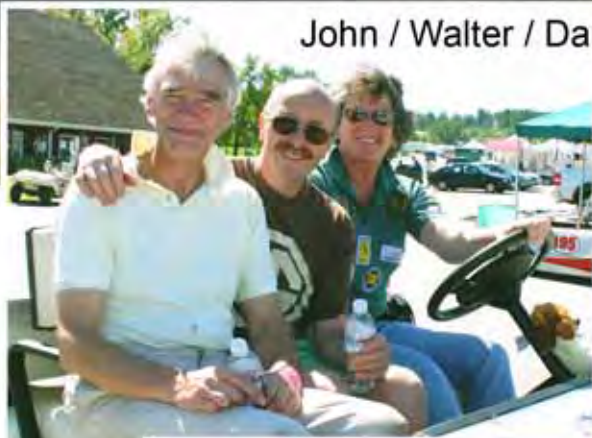


VIRingia Int'l Raceway - Sept. 28-Oct. 1, 2006



Tom Cotter

Jack Cassingham



John / Walter / Dana



Peter Uzdavinis



Butch McKenzie

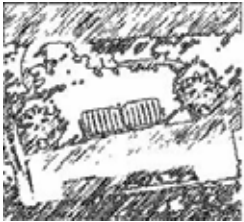


Larry Smith



John Targett Walter Michael Kusch

Montage courtesy Walt and Lu Pietrowicz—VintageAutoSports.com



SAFETY FAST NEWS



Denver Cornett 1926-2006

An icon of MG racing has passed away! A youthful 22 year old Denver Cornett was on the starting grid at Watkins Glen in 1948 in his first race in his new (#7) MGTC (*he had SCCA competition license #7*), as sports car racing came to life after WWII. He raced his MG until 1955 at various venues in this golden age of sports car racing, when most race cars were driven to the races. He finally retired from racing in 1963 to raise his family. His TC was also “retired” then, put up on blocks, and would wait for a “rebirth” years later. Although his life would lead him in other directions, he would come back to his MG roots in 1994, at Watkins Glen with SVRA at their 40th anniversary celebration of the Collier Cup MG race – racing again with the very same TC from 1948! He proclaimed that it made him feel like a kid again! That return sparked Denver’s MG and racing enthusiasm, and since then he has participated in, or attended, a number of vintage race events, including the MG Vintage Racers’ “Focus Events” at the Glen and Elkhart Lake. He loved competition, MGs, and the MG racers so much that in 1997 he established the “Cornett Cup” for MGs at the annual Collier Cup MG race. It would be awarded annually to the “First Overall MG” in that race. But more than just a MG racer or sports car enthusiast, he was a friend to so many, especially in the MG racing community. Denver’s favorite story was telling about being the first sports car driver after WWII to roll a race car in competition, and he would chat on endlessly about his many other racing exploits, seasoned with his great wit. When the workers ran to his overturned MGTC in the riverbed by the stone bridge in that first race, they asked each other if he might be dead! Denver yelled out from under the MG “Get it off me, and you’ll find out!” This was the Denver we all got to know - he was everyone’s friend! He was also a true Kentucky gentleman with a love of horses. The only event that ever kept him from a MG race was the Kentucky Derby.



Although Denver might be gone, his spirit and memories will live on with all of us who had the privilege to rub elbows with him, and maybe even share some track time with him. He honored the MG octagon, and will be dearly missed! Our deepest sympathy goes out to his wife Sheri and his sons Christopher and Denver Cornett, III.



Photo courtesy Bob Harrington

Greg Prehodka



Denver Cornett, Jr., 1948 at Watkins Glen
 Photo courtesy International Motor Racing Research Center/
 Bill Green



Denver Cornett, Jr. and Otto Linton, Watkins Glen, 2004. Denver and Otto were preparing for the pace lap for the Collier Cup race.
 Photo and narrative courtesy John Wright

Denver Cornett and Otto Linton; *There at the Beginning of Road Racing in North America*

by John R. Wright

Out of all the competitors who raced at that very first 1948 road race at Watkins Glen, there are perhaps only five living: Bill Milliken, Cam Argetsinger, Haig Ksayian, Denver Cornett, and Otto Linton. I caught up to Otto Linton and his friend Denver Cornett recently at the Zippo Vintage Weekend at the Glen. I sat there speechless as the two old friends regaled me with story after story, which they told with humor and verve.

Denver and Otto were there at the first road race of the long and storied history of Watkins Glen in 1948 and they were among the pioneers of road racing in North America and in the USA in particular. They were both keenly interested not in themselves but in getting the record straight about the history of the first race but also of the events and the personalities of the people who were there in the early days.

Denver and Otto were particularly honored with driving the pace car for the TC race for the Collier Cup on Sunday of the Watkins Glen Zippo Vintage Weekend. Before they went out, I cautioned Denver who was driving the very number seven MGTC with which he participated in that first historic race at the Glen, not to drive too fast as he might show up the drivers following him. Both Denver and Otto had a hearty laugh at my rather corny joke. In Denver's TC, they kept up the pace in front of the pack at about 75 miles per hour, according to Denver, and the crowd loved it! They displayed a wonderful sense of humor, not to mention an acute memory for those days and the personalities of the people against whom they competed.

JRW: So, who would like to start first? Denver, tell me about how you became interested in foreign cars and how you got into racing particularly at the first race at the Glen?

Denver Cornett: Well, first of all I am from Louisville, Kentucky quite a distance from the Glen, and I drove a truck way back then. In fact, I carried my TC, which I still have, on the back of a flatbed truck from Louisville to the Glen for that first race. You know, I just want to get the record straight, in particular to my accident near the stone bridge where I went into the creek. People have told me that they rescued me from drowning and got the seaweed out of my teeth and all that. The stream wasn't that deep and I had lost a wheel. That's why I went in there in the first place.

Otto Linton: In fact, that's where we met, as the engine ruptured the supercharger connection at the bridge and that's where I first encountered Denver.

JRW: Otto, you came from Austria didn't you, before the Second World War?

Otto: Yes, I came over in 1938, but I was already interested in motor sports. I went to the Czechoslovakian Formula One Grand Prix in 1937. I saw Tazio Nuvolari who

was outstanding. He was driving the Alfa Romeo Bi-Motore, with two Alfa engines against the dominant Mercedes and Auto Union cars with drivers like Rosemeyer and Caracciola. That racing was marvelous. Two years before that, The Alpine Road in Austria had opened and there were quite a few hairpin turns. So, both the Auto Union and Mercedes teams showed up and used the road like a hill climb. In the U.S.A., I continued my interest in both motorcycles and sports cars.

Denver: We were both here in 1948 for that first race at the Glen.

Otto: I acquired my MGJ4 in 1946 and used it in hill climbs and time trials with the SCCA.

JRW: Who was there and what do you remember about your fellow competitors?

Denver: Charles Addams the New Yorker cartoonist and creator of the Addams Family was there. The Collier Brothers were also there, of course as they were the spiritual fathers of this type of racing. Miles and Sam were both very reserved. George Huntoon was there along with Al Garthwaite, Bill Milliken, Cam Argetsinger, and Haig Ksayian.

JRW: Cam Argetsinger could be considered the godfather of racing at Watkins Glen couldn't he?

Denver: Cam was a super salesman. His family had a summer home on the lake. It's still there and he and his wife Jean live there full time, I believe.

JRW: What were your impressions of that first track, the six-mile plus course?

Otto: It was a real road course, the greatest road course in the USA. It was all-natural. It was wonderful, we thought.

Denver: Of course, we didn't know any better. You have to understand that. It was unique.

Otto: When I think I did that course in 1948 in a car with mechanical brakes... (Otto shakes his head in disbelief).

Denver: You asked who was there. Well, in 1949 John Fitch came to the course for the first time. Now, John says he was here in 1948. I knew him when he went to the Kentucky Military Institute. During the war he was in light bombers at first. He told me they weren't allowed to fly above 500 feet to get under the radar. He was also in fighter planes and was one of the first to shoot down one of the German jets.

Otto: Briggs Cunningham was there of course, driving the BuMerc with a Buick engine and a Mercedes grill. It was a real buckboard car, with a gas tank and spare tire and hood. It was very stark. Frank Griswold won the race of course as the history books tell it. The Alfa Romeo he drove was a coupe with a 2.9 liter engine, a straight eight supercharged engine. It was blue, not red like some people later thought



it was. I had an MGJ4 with a supercharged 750cc OHC engine. When I got the car, it didn't have a supercharger. I put a larger supercharger than the original missing one and raised the compression. That car had 80 horsepower, which was quite an improvement!

Denver: I raced at the Glen, making the trek from Louisville until 1952 when the problems with crowd control became a problem, when the little boy died. You know, initially the SCCA would not approve the new purpose built track where we race now. I had to withdraw my entry and went to the Turner track in Albany, Georgia. This was 1953, and by now, I was racing a Porsche 356 Super 1600 cc engined convertible.

Otto: I raced on the second course in 1953 as well as on the original one in my two-liter Siata coupe. You know General Curtis Lemay a race enthusiast, was one of the people who created considerable public interest in sports car racing in the USA.

Denver: The air force enlisted men built new buildings on various airbases with the proceeds of races.

Otto: Airmen volunteered, did the pit crewing and opened hangars for us. Besides racing at the Glen, I also raced in Canada at Harewood Acres in Ontario. Harewood was an old RCAF base and when I went there they still had the bombing range.

JRW: I raced there too in the last year it was open. That huge concrete structure was at the last turn of the track and the corner was called "Gunnery."

Otto: I was running an Osca there against Jim Pauley who was driving a 1500cc Offenhauser powered Osca. I lent him my extra set of wheels with special Michelin tires, but he still couldn't catch me. Back to Watkins Glen. Bill Spear won the last race through the streets of Watkins Glen in an Osca. Osca had built open wheeled racing cars. Mine was an MT4 restructured 1300cc engined car turned into a 1342cc car. The work was done for Cabianca, the Osca factory driver. It was a unique car. Because it had run the Mille Miglia and Targa Florio and had been set up for LeMans, it had big headlights in the grille. At that time, there were five major races at Harewood and I won four of them. The drivers I competed against that I can remember were Jim Pauley and Jim Fergusson. By the way, Jim Fergusson's wife, Alice was my office manager for 17 years.

JRW: To sum it up then, in general, where did you two race and what kinds of cars did you race?

Denver: The bug had bit me. There really weren't any places around Louisville to race. Early on, the only places to road race were the Glen and Bridgehampton in 1949 and 1950. At one time at Bridgehampton, Otto ran a Frazer Nash. At that race, I don't think Otto had even made it to the starting line and Boom! The clutch exploded. It was such a huge explosion, that shrapnel went right through the hood and into the pavement. I became a Porsche dealer and got the dealership from Max Hoffman. Then, I was a Jaguar dealer and a dealer in MGs, and Mercedes. Max was

always trying to sell me something else such as Lancias

JRW: Were safety requirements absent in those days?
Denver: We had to have seatbelts. That was about it. There were no roll bars and certainly no fuel cells. We wore helmets but nothing like today.

Otto: Yes, that was really about it. We didn't know any better. As for cars, I took a Lancia Flaminia owned by Frank Griswold had a similar problem the Fraser Nash I drove, except with the transmission and clutch coupled to the differential on this model, when, when exploding, the pieces went through the rear seat and floor. I fixed it and took it in trade. I started my own business as Speedcraft Enterprises in 1948 in Exton, Pennsylvania and built new facilities in Devon, Pennsylvania in 1966. I sold MGs, Austin Healeys, Rileys, Mercedes, Porsches, BMWs, Lancias, Rileys, Jaguars, and other odd makes which Max Hoffman and Tony Pompeo imported. In Devon, I finally cut down to Toyota and BMW as the volume of sales rose.

Denver: You know racing was good for business. Some expenses could be written off.

Otto: Racing was good advertising. You were asking where we raced? I raced at Sebring for twelve years. Let me back up for a minute. You were asking about drivers we raced against. One of my favorite drivers was George Weaver in his big Maserati, Poison Lil. He was a helluva nice guy. I was a young pup at the time. He was very patient with me. It was good to be around him. If that Maserati was around in a race, it was up front. He even won a race in a Jowett Javelin. I think he ended up managing a speedway in Thompson, Connecticut. There were a lot of gentlemen drivers back then – Spear, Kimberly.

JRW: However, there were some drivers you would not have rather been on the track with.

Otto: I would not want to be on the track with Erwin Goldschmidt. He was a hard driver. In 1951, I was driving a Siata with a 750cc Crosley Hotshot engine owned by Tony Pompeo. My engine was built up and was much lighter. It was really fast and I was in first place. I was about to lap the entire field and was about to lap the second place man and he ran me off the road. He waved me on and then cut me off. You know Tony always had a pocket full of money He sponsored a lot of cars and drivers way back then.

Otto: One of the nicest guys was Walt Hansgen. I raced against Walt. If you needed anything, he'd help you.

JRW: Now, you both are out of the business of selling cars?

Otto: I sold my business in 1984.

Denver: Once I sold my dealership, I put my son Denny through Med School and just really got out of racing for a while. Then I went into vintage racing, but I quit racing when I was 75. I'm 78 now. But I still love it. (Interrupted by the sound of a large field of Trans-Am cars going by). Some people say that's noise, I look at it as a symphony! The cars here today were new cars when I was first driving them. Tomorrow, I'll run my TC on the track as the pace car for the old MG race. In my last race here, they let me

win because they knew it was my last race. Where else would you find a group of competitors like that?

JRW: You still have the TC you raced at that first race at the Glen?

Denver: I find it kind of surprising myself seeing as how I dealt in so many different cars over the years. I keep it for a pet. I store it in a heated garage.

Otto: I am thinking back to that question you asked about tracks and where we raced. In Pennsylvania, we had a good track called Bryn Fan Tyddyn. Now that course was just wonderful; it ran around a senator's estate. It was a perfect track for my Osca, and I won there three years in a row until the last year it was in operation. That was when John Edgar came out from California with his great big trailer with Jack McAfee's 550 Porsche and a Ferrari. So, the 2 liter Ferrari and the Porsche were slightly faster than my 1342cc Osca.

Denver: That makes me think about the prices of cars back then. We both had Ferraris we sold for about \$5000...I had a Mercedes Benz 540 K with unique bodywork and I drove it all the time. I also had another 540 K and I think I sold both of the cars to a fellow in Florida at what today would be less than a bargain basement price for those particular cars.

JRW: Well that was then and this is now. Where are you two living today and what are you doing with your time?

Otto: I recently moved into a retirement home in Pennsylvania.

Denver: I live outside of Louisville and do pretty much what I want to do. My health is good, and I can still travel here for the vintage weekend.

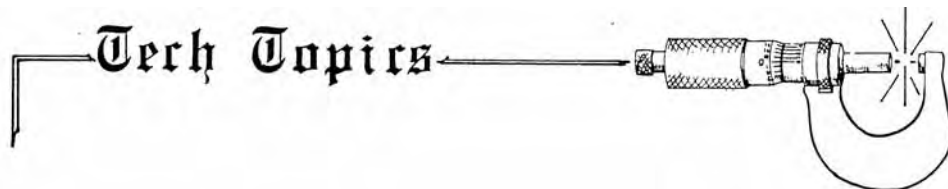
JRW: Well, we've been talking for quite some time, and I don't want to take you both away from your responsibilities for the weekend. I want to thank you sincerely for taking the time to relive some of your memories and all the best for the future.

Otto and Denver: It was our pleasure. Thanks for taking an interest.

At this point, we had been talking for quite some time, and Denver's son came over to make sure that he and Otto were not becoming too fatigued by our conversation

thanks to Cameron Argetsinger, Bill Green and the staff of the Watkins Glen International Motor Racing Research Center

Reprinted with permission from Vintage Racecar vol. 7, issue 12 December, 2004, and the author.



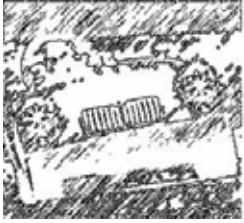
WATCH FOR CRACKS IN WIRE WHEEL RIMS

by Mark Palmer

The photo is pretty much self-explanatory. I have frequently broken spokes in my wire wheels (60-spoke, "heavy duty" Dayton wire wheels, 15 x 4.5" painted steel, with 5.00L15 Dunlop hard compound tires on my MGA roadster).

Lately I have begun to find cracks in the rims, emanating from the spoke holes. I don't know for sure how many races I had on this wheel, or how old it was, but best guess is probably 5-6 years old with maybe 50 races on it, but it could be older. This is not the first rim that has developed cracks -- I have trashed one or two others previously. The cracks have been easily visible to the naked eye, brake dust makes a pretty good crack-checking powder on a silver wheel! If you've had your wire wheels for a long time, you might want to do a visual check sometime. I haven't seen any cracks in the hubs (yet!).





SAFETY FAST NEWS

VARAC Announces All MG Feature Race

This year 's VARAC Vintage Festival (June 22-24) celebrates the 40th anniversary of an important date in Mosport's racing history; the first Formula 1 Grand Prix in Canada, in 1967. VARAC expects to field a good grid of historic F1 cars, to be flagged off by honorary starter Wallie Branston. Wallie waved the checkered flag 40 years ago as the then winner, Jack Brabham, crossed the line in his Repco-Brabham V-8. followed home by team mate Denny Hulme with Dan Gurney third in his Eagle-Weslake V-12. The two Canadian Drivers who participated in the '67 race, Eppie Wietzes and Al Pease, will also attend the festival. Historic F1 racers look forward to running their beautiful cars on a challenging circuit that has seen all the top F1 drivers of the day, including winners Brabham, Jacky Ickx, Jackie Stewart, Peter Revson, Emerson Fittipaldi, James Hunt, and, in the last GP at Mosport in '77, Jody Schecter in the "Canadian" Wolf-Ford.

VARAC also announces the Tony Simms Cup All MG Feature Race. In cooperation with the MG Vintage Racers' Newsletter, VARAC invites all eligible MG cars in the hopes of attracting 40-50 MGs. Current plans call for trophies to be awarded to the first T Series (Tommy

Hoan Cup), First MGA (President's Cup), First Midget, First Overall (Al Pease Trophy), and the Tony Simms Challenge Trophy.

The Festival is about a lot of things. Gorgeous vintage race cars running at speed on a superb track, camaraderie with fellow vintage racers from Canada and the US, and volunteerism of the best kind. VARAC is a safety-conscious all-volunteer organization whose rules are 'sensible', not draconian. If you have never raced at the Festival, please take the time to visit www.VARAC.ca and become familiar with their rules. This event is organized 'by racers for racers' and has been named "the best club event in North America" by various U.S. magazines. To In addition to the race activities there is the Friday evening free 'Pot Luck Dinner', hosted by VARAC members and spouses. Saturday evening's treat is the gala dinner, with spare ribs and chicken, again at no additional cost. Don't forget the fun Relay Race, and the Lawn Chair Race.

Mosport is an awesome experience not to be missed. Considered by many as THE track in N. America, it is often mentioned as one of the top ten tracks in the world! There is something for everyone at the 2007 VARAC Vintage Festival. Don't miss it.

visit www.varac.ca for entry forms, car classes, border crossing tips, travel directions and much more!

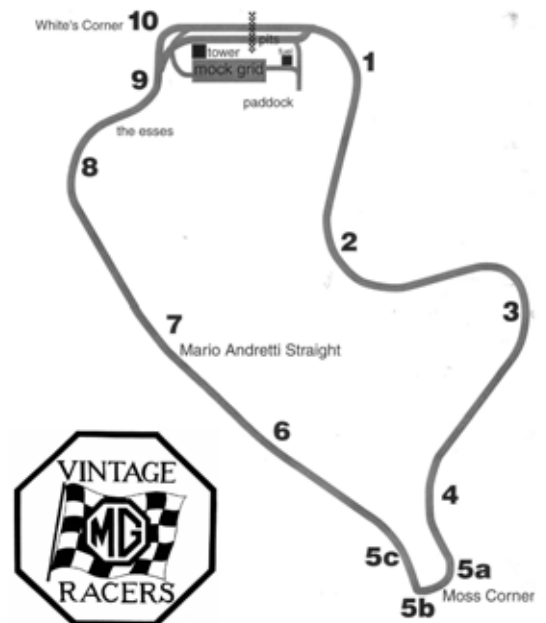


Photo courtesy R. Harrington

Richard Navin, 2006 Simms Cup Winner



Mosport International Raceway



Ex Al Pease MGB. Now proudly owned by Mike Adams



SUBSCRIBER NEWS

MG Vintage Racer Steven Plater Passes On



Fellow MG Vintage Racer Steven Plater, 64, died of a massive heart attack the morning of July 14 moments after climbing out of his Shelby Mustang while participating in a vintage event at Road America. Married 40 years to the former Sue Baskerville, Steve is survived by (in addition to his wife) daughter Kelly Dale; son Chad; brothers Rick and Doug, and grandchildren.

Steve was known in MG vintage racing circles for his primrose MGC roadster, which he raced for several seasons in SCCA, and vintage.

*I first met Steve in the early 70's when he raced a Shelby GT-350 named 'Black Jack' at BFR running Midwest Council events. I lost track of him until I saw him at a vintage race at Mid-Ohio in the late 80's-he had a primrose MGC roadster. Jerry Morewald, who was the MG dealer in Wilwaukee built the car and raced it in SCCA events prior to Steve owning it. Steve did lot of updating and got it going pretty good. Yes, it was quite a shock to hear of his passing-I'll miss him too. **Dave Burrows***

Steve was a great guy-always willing to talk MGCs with anyone. My (pre MGA race car) dream was to campaign a vintage Sebring MGC GTS replica. Steve drove my dream...I've seen him pull that huge lump of iron at the track to repair a clutch. He had developed significant improvements in braking with vented front rotors and was able to develop great gobs of power from that MGC 'truck' motor.

Steve will be sadly missed by the vintage racing community and MGC fans. RIP

Jim Holody

I was deeply saddened to learn that Steve Plater passed away at the Elkhart Lake vintage event...Steve was a longtime member of MGVR from Cedarburg, Wisconsin. He was certainly the best known, and most successful driver of an MGC in U.S. vintage racing. He raced his primrose C roadster for many years, initially in SCCA and in the Midwest Council, and many vintage events. He attended many of our MGVR Focus Events over the years.

Steve was a terrific driver, a helpful advisor, and a friend. I will miss him.

Mark Palmer



Introducing
Our

Bevo

Subscribers ...



Beau Gabel

Chuluota, Florida

Beau is a **founding MGVR subscriber** who has been racing since 1962. Owner of a '49 TC, '62 Midget, and 64 Midget, Beau plans to race his 62 Midget in H Production (limited prep) SCCA next year. Currently, he races a Lotus 7.

George DeLong

Chattanooga, Tennessee

George is prepping the 1600 MGA seen here. He also happens to be in the market for a solid street MGA. You can contact George at envirofix@aol.com if you have a lead for him.



Storm Field

Irvington, New York

Storm started vintage racing in 1996 with the Volvo Historics in a MGB GT, which happened to be a RHD



Sebring factory racer. He recently purchased the ex-John Coryea MGA from Henry Moore. Storm's first outing with the MGA, the Fall Finale at Lime Rock Park, proved to be enchanting as he won the MG Tag Team Enduro along with Jim Warren and Jim Weissenborn.

Rachael Prehodka-Spindel

Clifton, New Jersey

Rachael is MGVR's **500th** subscriber. Her father, Greg Prehodka, is MGVR's **first subscriber/founder**. This high school senior has crewed long enough! Time to race Dad's ole 53 MGTD. Rachael looks forward to attending college next year, where she is likely to be the only student with MG vintage race experience!

Mike Adams

Regina, Saskatchewan, Canada

Mike owns and races the ex Al Pease Super MGB that Al raced in Canada in the 60's. Look for Mike and his MGB at the upcoming Mosport Vintage Festival .



Introducing
Our

Return

Subscribers ...



John Prater

Huntsville, Alabama

Since purchasing his MGB in 2005, John has enjoyed a variety of vintage events including our 2006 Focus Event in Hallett. This SVRA/HSR prepped MGB has vintage roots extending to early 1990's SCCA Vintage and SOVREN on the west coast.



Brian McKie

Grand Island, New York

Brian is the proud owner of two MGBs. He purchased his '65 B as a 'work in progress'. His 'second' MGB is a 1977 model sporting a Chevy V-6. Brian's first race was the Mid Ohio Grand Prix in 2006!



For Sale



The Internet downloadable 'Lite' version of this newsletter has tech articles and 'for sale' items removed (and perhaps other articles at editor's discretion.) Snail mail 'high resolution' version is complete with all photo pages, tech articles and classified ads. If you don't receive the postal version, either you are not a subscriber, and need to be, or the editor mistakenly lost your address. Either way, please contact the editor at cvoir1@comcast.net to subscribe.

The MGVR Newsletter accepts advertising at no cost for products and services that may be of interest to our subscribers, subject to space limitation, and editor's discretion. Subscriber classified ads are #1 priority.

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. During Mark's tenure, the MGVR Newsletter grew to over 200 subscribers, while the 'Focus Event' concept became *the* annual race where MG Vintage Racers gather to share the camaraderie they are famous for both on, and off the track. In 2005, Mark turned Newsletter editorship over to Chris Meyers.

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

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 250 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

Dan and Vicki Leonard

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

Outer Banks Polo, tan with dark accent stitched logo, sizes Small thru XL	\$30.00
Long Sleeve Blue Denim stitched logo, sizes Small thru XL	\$40.00
Sweatshirt, Gray Heavy Weight (perfect for Watkins Glen) stitched logo, sizes Small thru XXL	\$30.00
Gray T-Shirt, MG collage; sizes Small thru XL size XXL	\$12.00 \$14.00
Tan hat, embroidered logo, one size fits all	\$12.00
MGVR Decals, specify octagonal, or rectangular	\$3.00
Embroidered Patch	\$4.00
<u>New Item</u> Navy Twill short sleeve shirt, wrinkle and stain resistant button down, MG logo embroidered	\$43.00
<u>New Item</u> Hallett Silver Anniversary Car Badges two or more (shipping included)	\$15.00 \$12.00
Canada customers, please add \$3.00 per order overseas customers, please call	



Do you think Jack Woehrle will go for it?



Courtesy Mark Palmer



T. Coyne Photo

The Chief



Got Brakes?



Clark Nicholls photo

Editor's responsibility to protect the not-so innocent

