



"Why we are gonna wup your West Coast tails, you wine sipping, tie dye wearin, no good racing rascals!"
Chris Meyers

HMSA



MGVR INVADES CALIFORNIA MARCH 2008

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Be a part of the largest West Coast gathering of vintage racing MG's in history.
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"Lots of non-racing fun..."
Dick Powers



INSIDE THIS ISSUE

- West Coast Focus Event Report
- 2009 Focus Event Info and FAQ
- Tech Tips - Keep Your Cool with David Headley
- Regalia, Classifieds & Much More!

"...and aim at one particular tree-yearh, right!"
Michael Zbarsky



From The Editor:

Once Again I broke my promise to bring to your mailbox a full complement of four newsletters in 2008. The list of excuses is endless, so I won't bother you with them. Please accept my apologies, and my commitment to do better this year. I will renew my promise, only I'll modify it to three newsletters in 2009. Our next newsletter will feature a monster article on our VRG Thunderbolt Historics Focus Event to equal this issue's monster article on our first ever West Coast Focus Event with HMSA at Laguna Seca.

2008 was a year many may wish to forget. We lost two vintage racers (Dino Constantini, Jack Drews) -may they rest in peace. Phil Hill, a west coast icon of 1950's and 1960's sports car racing and first US Formula 1 Champion, passed on in 2008. Phil, like many of his era, began his career racing a MGTC. He also drove MG streamliners to speed records at Bonneville in the 1950s. Please read Al Moss's tribute to Phil Hill in the 'Letters' section.

2008 also brought us uncertainty in the economy which led to unfilled vintage grids and sleepless nights for event chairs and vintage race organizations. From where I sit, 2009 looks to be at least as challenging.

Many of you are aware of our 2009 Focus Event with SVRA at VIR in June. As of this writing, it looks as if we have at least 60 attendees, with others likely to commit. SVRA welcomes VSCCA and VSCDA Group 1 cars without roll bars and fuel cells to join us, so please give the Gold Cup Historics at VIR serious consideration. Our first two E Bulletins, along with event FAQ, event entry, and SVRA waiver form are included in this newsletter. SVRA is accepting entries now so go ahead and send yours in. Here's one reason to attend; **MGB GT V-8 coming out party!** We expect FIVE V-8s at VIR. Bring your ear plugs!

On the subject of E Bulletins and MGVR communications, I find myself relying more and more on email AND file sharing services to communicate with MG vintage racers. If you 'do' email, and have not received MGVR bulletins, or communications since the first of the year, then I need your updated email address. Please call me per the above phone number, or send me your updated email address. My address is editor@mgvr.org.

Please sit back and enjoy this first MG Vintage Racers' Newsletter of 2009.

And, as always, *Safety Fast!*

Chris Meyers

MG Vintage Racers' Newsletter 1981-2009

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

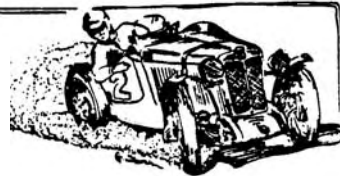
Regalia
Dan Leonard
ddl@leonardpaper.com

Online Editor
Chris Kintner
webmaster@mgvr.org

Cover Design
Scott Brown/Vintage 31

Subscriptions:
See information pages at
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Letters



My tribute to Phil Hill, an American Champion.

I first met Phil Hill at an evening meeting of the California Sports Car Club in Santa Monica. This was in December, 1948, shortly after we both had acquired new MG TCs. Several months later, we raced together in a night race at the old Carrell Speedway, a half-mile paved track in Los Angeles. Naturally, Phil beat me!

Phil and I started parallel careers as mechanics: Phil went on to a spectacular career as a race car driver, while I pursued my life as a mechanic and, later on, as operator of a parts business. Phil and I were good friends, and maintained friendly contact for nearly sixty years. We saw each other and chatted at races, social functions, car events, at his shop, and one evening at his home in Santa Monica.

I always had great admiration for Phil and held him in high esteem. In addition to his driving skills, he had a great love of music and his home was filled with various musical instruments, all of which he could play. He was extremely intelligent and articulate, as demonstrated by the many articles he wrote for Road & Track magazine. In these, he combined his ability to drive unique cars and to relate his impressions to the readers.

I won't attempt to relate Phil's extraordinary driving skills and accomplishments, other to remind the reader that he was the second American driver to win a Grand Prix, and the first to become World Champion.

In 1979, at an MG meet in San Diego, I arranged a reunion of Phil and John Thornley (the retired managing director of the MG Car Company) and EX-181, the streamlined MG which Phil drove to a world record speed of 254.91 miles-per-hour at the Bonneville Salt Flats in 1959. As the car was on display, Phil sat behind the wheel and described the experience in detail.

On April 20th, 2007, I was privileged to attend Phil's 80th birthday party. When I arrived, a fellow was working on Phil's electric scooter. I leaned down and said to Phil, "Gee, Phil, I didn't know Lucas built electric scooters." Phil just smiled.

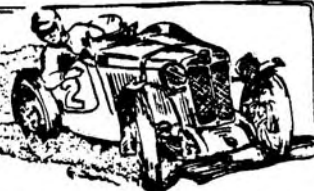
Unfortunately, in later life Phil suffered a series of physical ailments which hardly slowed him down. Word was that he suffered from Parkinson's Disease, but I was informed that it was Shy- Drager Syndrome. During the recent Monterey Histories weekend, he was taken to the hospital, where he took his final checkered flag the morning of August 28th.

Phil, you will be missed.

Al Moss



Competition



MGVR's First Ever West Coast Focus Event

A report by editor Chris Meyers

What a great event! 35 MG Vintage Racers assembled at Laguna Seca Raceway for two days of fantastic vintage racing in mostly dry weather and temps in the 50s. Vintage racers from both coasts, and Canada enjoyed what amounted to almost three hours of track time on one of the most fantastic circuits I have raced on. Reports from participants are that the West Coast MG gang know how to throw a focus event. Here are a few highlights;

Your editor, Julie, and daughter Melanie arrived in Monterey Airport Wednesday to the celebratory cheers of event chair Jim Weissenborn and Michigan Rowdies Dave Smith and Mark Barnhart, and Rochester Rowdie Dick Powers, all holding a HUGE MG Vintage Racer banner (thanks, Jim) and marching in parade fashion across the lower lobby of Monterey Airport! What a sight!

Thursday's party at the Martine Inn in Pacific Grove was wall to wall MG types celebrating the upcoming event, AND Jim Weissenborn's 70th birthday! 40 plus revelers were treated to a scrumptious Mexican feast followed by birthday cake and presents, followed by a tour of Don Martine's fantastic collections of vintage MGs, including the von Neumann Special, and Don's progress on his ex-Ken Miles twin cam engine. Don estimates completion this May. What a start to a special event. Special thanks to Don and Anne and the staff of Martine Inn for their effort on behalf of this special evening!

Friday found many of us at Laguna Seca for vehicle offload and prep, followed by tech, and track study. Weather was sunny to cloudy to sunny again, with temps in the lower 60s. MG racers slowly poured into the ALL MG paddock, including a record 6 MGA Twin Cams along with some of the finest Prewar MG vintage iron in North America. I had a long chat with MGVR veteran George Chilberg at registration. George is no stranger to MG Vintage Racing on both coasts, having raced his beautiful L2 at Hallett and VIR Focus Events. Others I knew by name only were in line as well as we all exchanged greetings and introductions, east and west, north and south. Everyone looked forward to Saturday's practice and races. Time to check in at the Monterey Bay Travelodge, official hotel of MGVR, where I met the two Zbarskys and dog Maggie.

I awoke Saturday to SNOW ON MY RENTAL CAR AHHHH!!!. What the heck; I thought I left this in Connecticut! Our event started out damp, with my Group 5 warm up session run under very light rain. Many of us thought this was to our advantage as none of the Laguna Seca newbies really cared to set the world on fire the first session. Weather Saturday was alternately sunny and cloudy/rainy and at times VERY WINDY to the point of collapsing a few canopies. By mid-day's All MG race the track was mostly dry and many of us began to feel our way around. Scott Brown in #41 'The Pile' had no trouble fining his way around Laguna Seca, finishing 1st, well ahead of followers Carl George, Mark Palmer, Tom Morgan and a few others in the second wave. I have yet to study Dan and Vicki's official MGVR film so results are tentative and subject to adjustment. HMSA does not publish results. Our follow-up group races were run in what was mostly dry, but occasionally wet weather. Sunday was predicted to be dry and sunny, if windy.

Meanwhile in the paddock MGVR Central was serving up coffee, donuts, stories and regalia all weekend long, manned by Dan and Vicky Leonard and the fine folks from Pebble Beach Sports Car Club. Several local MG car clubs also participated in the HMSA Car Corral. This event proved to be a MG lovers paradise! Everywhere I looked MG racers were assisting MG racers with mechanical fixes, or just bench racing and prepping for the next race.

Saturday evening's banquet, at the Laguna Seca Golf Ranch, was over the top with over 100 MG vintage racers, family,



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Competition



were treated to a fabulous buffet dinner followed by a few awards and mischief. Some of the antics involved:

-Pebble Beach Sports Car Club President Warren Pierce presented awards for the longest tow to Paul Fitzgerald who towed his MGTD from New Hampshire; Club Favorite Race Car to Pete Thelander with his 1934 MG NE; and the Pierce Manifolds Fastest Weber Powered MG going to Don Cole with his MGBGT. Rumor has it that the wording on the Weber award was changed from Weber equipped to Weber powered as Scott Brown was going to bolt a Weber to his floorboard to be eligible! Scott did win a can of nuts for the squirreliest move in turn 11.

-MGVR Special Recognition Awards; Two special event tee shirts, each signed by MG drivers, were presented to one participant from each coast in recognition of their contribution to the spirit of the event. Scott Brown was presented with the west coast shirt (actually a XXL tent maker size) for his work with Jim and HMSA Pres. Cris Vandagriff and our regalia chair Dan Leonard received the east coast shirt. Dan was unable to race due to the effects of a broken femur he suffered during the holidays. Both Dan and Vicki joined us at Laguna Seca for the event and to hang out with 'the gang'. My thanks to Scott and Dan for all the work on our behalf.

-MGVR Spirit Award; This special award, manifested in the form of "The Copper Bucket", was brought to Laguna Seca by previous award winner Frank Mount, and is presented to the MG vintage racer who most 'embodies the MG vintage racing spirit' as selected by the racers at the event. Congratulations go out to Jim Weissenborn, whose tireless efforts made this first ever West coast focus event a huge success. I think I write for many of us when I write that there isn't a move deserving recipient!

Following the awards, PBSSC President Warren Pierce and wife Kathy, and others held a raffle for a table full of vintage racing goodies. At least half the attendees left with something. Another note; all WCFE participants are now honorary members of the PBSCC courtesy of Warren and the Club. What an honor!

Sunday started out sunny as promised. Bench racing began in earnest at around 7 am at the breakfast nook at Travelodge where twin cam racer Daryl Verkerk and I discussed the relative merits of Porsche passing for a few minutes while the Michigan Rowdie crew filed in and commenced with toasting their bagels. Ferdinand's ears had to be burning as racers from both coasts traded stories of the misdeeds of some of our German competitors. See, we do have something in common west to east! Trackside the sun continued to shine (and it would all day) as we prepared for two group races each and the All MG race at 1 pm. Shoehorned somewhere in there was a group photo of participating MGs (including Ken Miles Specials R1 and R2 'The Shingle'). Racing was spectacular, especially the All MG race where Scott Brown once again led the way with the others not far behind, finally feeling comfortable with the ups and downs of Laguna Seca (500 ft. elevation change over the course!). Unfortunately the majority of the East coast participants had suffered mechanicals by then and were relegated to cheering for their favorites from the stands, but a few of us ECs were still strong and chasing our west coast friends around the circuit. I had a particularly fantastic dice with west coast racers Jim W. and Gary Anderson, and Stan Edwards, MGVR Technical Editor. Racing was, for the most part incident free and good as it gets!

By weekend's finish I heard comments such as 'what a workout', and 'this was the best event ever'! After six sessions on Laguna Seca's eleven turns and huge elevation changes, I had to agree. Then it was out with the water, and in with the antifreeze in preparation for Clementine's trip home on the transporter. Goodbyes all around and that was all for MG Vintage Racers' Newsletter's first ever West Coast Focus Event. A huge success by any estimate.

I owe a huge thanks to so many, including all participants and their families. Thanks to event chair Jim Weissenborn, HMSA liaison Scott Brown (event graphics specialist), Gary Anderson, Cris Vandagriff and HMSA, the Warrens, the Smiths, and all at the Pebble Beach Sports Car Club. Thanks to Carl George (Baja Cantina) and many thanks to all who participated in what many of us hope will be the first of many MG Vintage Racers' West Coast Focus Events.





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"...the All MG race was lots of fun. Amazing feeling to see all the MGAs on the track together."
Gary Anderson MGA 5

Competition



Anderson Photo

"The whole MG and MGVR experience was great from our side. It was a great group of cars and people..."
Cris Vandagriff-HMSA



Bryant Photo

"To my new MG buddies...you guys are honestly the nicest group of racers I have ever met..."
Scott Brown MGA 41



Smith Photo



Smith Photo

"Had a great time with you and the other racers at Laguna! It's a great track and you guyzz made our racing there the best it could be. Lots of non-racing fun, food, and good times too..."
Dick Powers MGA 222



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Competition



Thelander Photo

"Well mannered, good driving, and a wonderful venue! Please select a warmer weekend next time! "

Pete Thelander MGNE 24

Editor;s note-I found snow on my rental car Saturday morning. Sunday? B-E-A-utiful

"Both All MG races were the highlights of the weekend-there just can't be any more legal fun than that. I enjoyed all competitors (except Scott and Mark, who are too darn fast)...Jim W. really made that Byers Special smoke—"

John Griffiths MGA 13



Leonard Photo



"I can't thank Don and Anne and the staff of Martine Inn enough for all they did to welcome the MG vintage racers to Monterey. Our evening at the Martine Inn was simply unforgettable..."

Chris Meyers



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Competition



"In short, I don't understand a word you are saying. Can you translate this into Midwest values and Pabst Blue Ribbon terminology?"



"so the "yo dude" surfer Californians will have their hands full. Of course the youngest is probably 50 and will have no idea what that bright ball in the sky is that gives warmth..."



Laguna Seca, Oct 16th. LOOK OUT, WRONG WAY. Tony Ferrari of Sunnyvale driving an MGA loses it coming out of turn 9. Taking evasive action is Tim Repass of El Cerrito in his Triumph #35. This was the Regional race 1- F, G, H PROD & MOD.

"I am an upright, elite, leftist third-generation San Franciscan who was banished from California in 1962 for deviant behavior..."

"Whoooooa dudes! Like we gonna paartay and then rip up some serious farmac"



"...please show a little respect. Bowing is tacky so I would recommend a six-pack of premium beer sent in his direction would be very nice, indeed..."

"My tires are accustomed to the polluted, grungy east coast air, not the pristine, pure west coast stuff..."

"So, to my new West Coast friends, hide your daughters (12 and older) because the Kahuna is about to visit you. Just remember, when he gets out-of-control, you only need to clip his eyebrow (look, he only has one one !) and he will lose all of his power..."

Trash Talkin'



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"The banquet was nice...nice awards, good location. Nice to have the involvement of the Pebble Beach Sports Car Club. I think the Pierce Trophy was one of the best I have ever seen."

Don Martine
VonNeuman Special
#11



Powers Photo

Competition



Smith Photo



Leonard Photo

"My best dice had to be with Michael Zbarsky in his black MGA. He took advantage of track position when I was behind a slower MG-I regained position by stealing it at Turn 2. He got by me again, then was held up on one of the following laps coming out of the corkscrew and I was able to slide by both-great fun!"

Mike Barstow BGT 21



"These MG racing cowboys are the best guys I've ever met-racing or otherwise. I wish they all lived on the West coast. 40 degrees, hail, rain, clouds, and finally sun!"

Scott Brown



Leonard Photo



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Competition



"Here I go away into the high desert of Nevada for a few days and what should be WWF Slapdown turns into a love-fest touchy-feeley 'West Coast from Mars, East Coast from Venus' thing."

-anonymous email 'trash talk'



Meyers Photo



"The Group 1 entry was diverse and on Saturday I found myself alone most of the session, but on Sunday I had a race-long dice with a Siata...The Saturday dinner was terrific, and so was dinner at Don Martine's-excellent food!"

**Michael Jacobsen
Magnetite Spl #99**

"On the Saturday afternoon session, I got myself into the wrong run group. I was busy fixing a car and didn't realize that the schedule had fallen behind. I found myself racing with a Ferrari 250 SWB, What a gas that was.."

**Don Cole
BGT # 110**



Ferrari Photo



Miller Photo



Leonard Photo



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"I am very grateful for the effort made by the 'East Coast' boys, and those in the middle, to saddle up and trek west. My heart goes out to those that had early mechanical woes after all that effort. Michael and I had a great time, ran both cars at all races, until the clutch throw-out bearing disappeared on the roadster on the last race..... no big deal. I hit every apex perfectly, but only one per lap."

-Ralph Zbarsky MGA Twin Cam #53

"What a dream racing with all those other MGs and other cars at Laguna Seca. I had a spectacular time dicing with a number of cars including alfas, loti, mg, and ferrari (if you call getting the V12 blast by a dice). The corkscrew shaped up as expected...just drive off into the air and aim at one particulr tree....yeah right !"

-Michael Zbarsky MGA #35

Competition



Leonard Photo

"The All MG races were just fantastic! There were pre-wars, T-cars, A's and some really nice B's. My best dice was running with the #409 Twin Cam coupe driven by David Conrad during the Sat. all MG race. I was all over his bumper the whole race but just couldn't get by! He drove the best lines and was just that 10th better in places. I never had to lift once or brake any harder than I was planning to in the first place. It was just an awesome session following another well driven MGA."

-Chris Bryant MGA #12



Meyers Photo



Anderson Photo



Bryant Photo



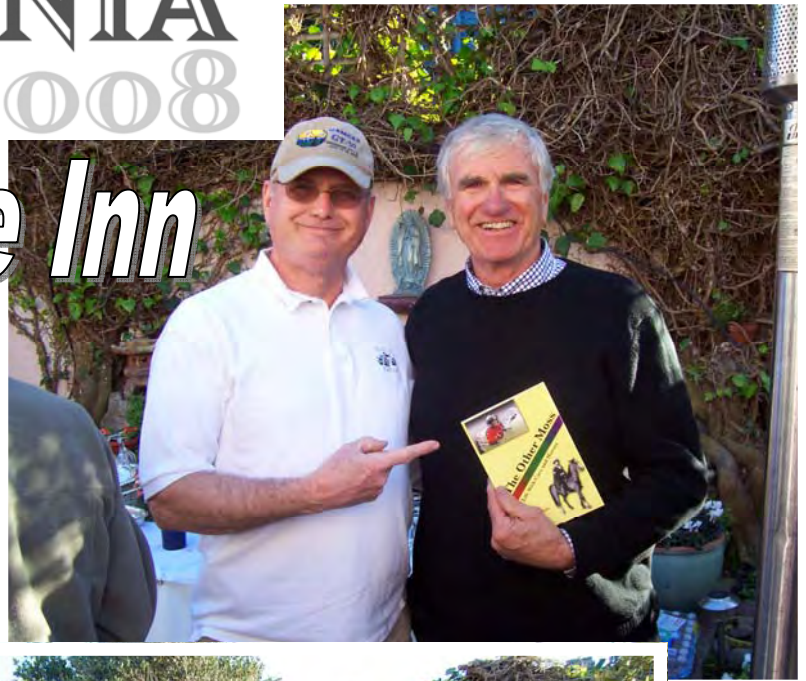
MGVR INVADES CALIFORNIA MARCH 2008

Competition



Leo

Martine Inn



Pacific



Grove





MGVR INVADES CALIFORNIA MARCH 2008

MGVR Banquet

Competition



"Along with Don Martine's #11 lots of West coast history present at the First MGVR West Coast Focus Event...good fun door to door racing all weekend just like the early days of SCCA..."

-event chair Jim Weissenborn



All photos by Julie Meyers unless noted





MGVR INVADES CALIFORNIA MARCH 2008

Competition



MG Vintage Racers Focus Event Banquet was held at Laguna Seca Golf Ranch, where festivities were shared with members of the Pebble Beach Sports Car Club. While this editor didn't do an official head count, well over 100 vintage racers, crew, club members and family enjoyed the evening together. Below is a list of awards and winners;

Pebble Beach Sports Car Club

- Farthest Tow-Paul Fitzgerald from New Hampshire with his MGTD
- Fastest Weber Powered MG-Don Cole-BGT
- Favorite MG Vintage Racer-Pete Thelander -MGNE

Tom Morgan 'I need to unload stuff' award-Bob Schoeplein won a door (I think).

MGVR Spirit Award

The winner is selected by vote of his/her peers, who vote for the MG vintage racer who best represents *The Spirit of MG Vintage Racing*.

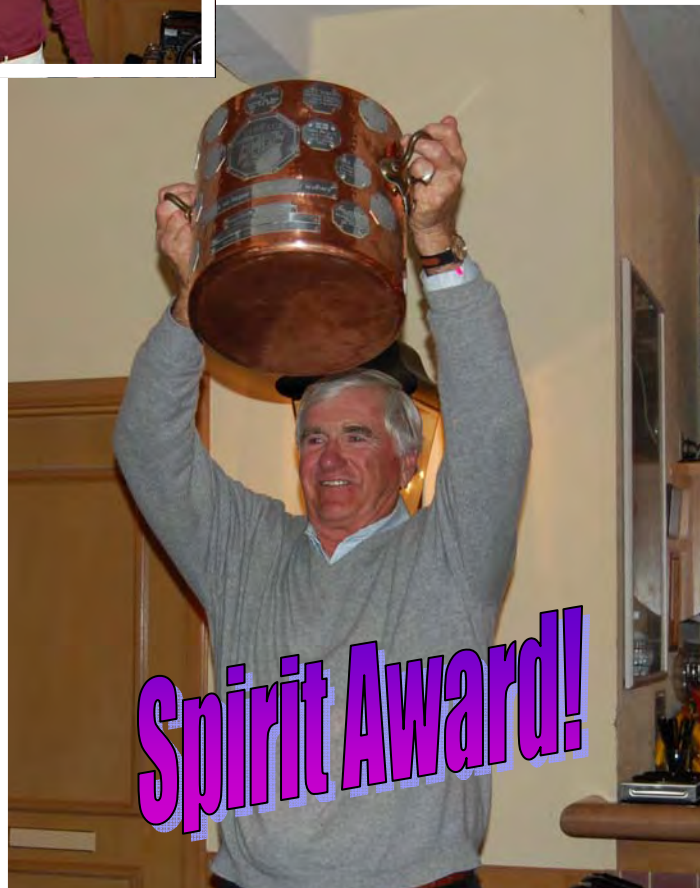
Jim Weissenborn!!!

Congratulations on a well deserved award!

Mevers Photo



Awards



Miller Photo





MGVR INVADES CALIFORNIA MARCH 2008

Competition



"...last day, Sunday, I had a battle royal with Pete Thelander and his 1934 NE. He won by about 6 inches..."

-Ferdinand Schoch MGTD #147



"I had great racing with Mark Palmer and took 3rd place from him each time in the MG Race and he beat me each time in the Group 5 Race"

-Carl George MGA #107



"I did participate in the all MG races and it was great fun. I seemed to race with Ferdinand Schoch and Pete Thelander the most with some time spent with Al Moss and Steve Kupferman."

**Bill Angeloni
TF #56**

"Event Rating..... Excellent Laguna Seca is the best in the west, the racing and MG events were great. Couldn't have done it better. Heck, I'm even an honorary member of the Pebble Beach Sports Car Club!"

-Steve Kupferman TD #7

All photos on this page courtesy Beth Bryant





MGVR INVADES CALIFORNIA MARCH 2008

Competition



"All in all I met some great people made some new friends and got to drive one of the greatest old racetracks in America. MG folks are the best. Thanks a million to everyone for all your hard work!!" David Conrad, MGA Twin Cam #407



Holle Photo



Bryant Photo

"What a fantastic weekend at Laguna Seca! Great job by all involved, Jim Weissenborn, Scott Brown, Gary Anderson, Cris Vandagriff, and everyone at HMSA made us feel very welcome.

I had always heard great things about Laguna Seca and they were right-it's now one of my favorite tracks! A real driver's track, with really challenging turns. Everyone talks about the corkscrew but to be honest, there are 2 or 3 other turns I found much more difficult. The place also has some of the best track grub you'll find anywhere..."

-Mark Palmer, MGA #185

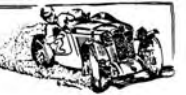


Leonard Photo

"This time at Laguna Seca, my first session out was the practice session with HMSA Group 5, on a wet and somewhat slippery track. I concentrated on relearning my way around, being smooth, and sensing which end of the car was beginning to lose traction, and responding. When we gridded for the Saturday all MG race, by times from the morning practice sessions. I was surprised to be gridded in 2nd place, behind a gorgeous blue MGA, number 41, who I later

learned was Scott Brown. The track was dry by now, and I managed to keep close enough to him to learn a thing or two (no brakes in turn 4!, early apex in turn 5) before he drove out of sight. Then a few faster cars caught and passed me. I had good races with, as I remember, Gary Anderson in red number 5, Chris Meyers in red 162, and the Black #107 (?) MGA. I also followed Jim Weissenborn in the Byers for a bit."

-Stan Edwards, MGA #64



Memories of Laguna Seca 2008

By Dave Smith

The basis for this race weekend began with a decision in 1996 that the main Rowdie Racing team goal was to experience every significant racetrack in North America with emphasis on the historic tracks. We are now well into our second logbook. The log starts in May 1997 at Road America, then Mosport Park Canada, Mid Ohio, Watkins Glen, Summit Point W VA, Road Atlanta GA, all in 1997. What a year! In 1998, back to Mosport (love this place and the Canadian hospitality), Pocono PA (also drove the Pace car here). In 2001 the St. Paul MN Fairgrounds, which is one of the oldest race venue in the USA, during the MG2001 exhibition race. Then Waterford Hills MI, Portland International Raceway in Oregon, Gingerman Race track in S. Haven MI. In 2003 we added Virginia International Raceway. In 2004 Grattan MI, where I drag raced in 1965 in a Commando Barracuda. In 2005 and again in 2007 Sebring Florida, (by far the most Historic event for me, with the David Ash car and the Factory Sebring cars).

With Enduro racing included, this had been over 165 races for # 49, so when MGVR MG Vintage Racers announced that the 2008 HMSA Spring race at Laguna Seca was our focus event; it was my best opportunity to experience this famous track and the "corkscrew". The east coast racers banded together to rent a transporter in an effort to save costs. This worked out very well. The west coast guys got us a great room rate in Monterey Travel lodge, and the airfare and rental cars fell into place. For the price of a nice MGB, we were good to go.

The Rowdie Crew of Don Holle, Don Robinson, friend Lenore Grimm, Crew Chief Mark Barnhart, Brian Beery, and I arrived on Tuesday March 11 th. Racer Dick Powers joined us too. On Wednesday, Jim Weissenborn picked us up for the 17 mile drive around the Monterey Peninsula. Fisherman's wharf, Cannery Row (John Steinbeck) Pebble Beach Golf course, China Rock, the Cypress Tree lookout (most photographed tree) and many other stops filled this day. The weather was sunny and warm. The personal favorite of mine was a spirited ride with Jim around the 1950 Pebble Beach road course. I think it fair to add this to my list of tracks experienced. We also saw the Quail Lodge and a brief tour of the Laguna Seca Track. We capped the night with a scenic drive to Carmel for dinner at Clint Eastwood's Hogs Breath Inn. What a Day.

On Thursday we ate at the Breakfast Club (the fresh fruit & produce is almost sinful) and then drove to Salinas to buy 10 gallons of 112 Octane leaded fuel for # 49. We returned in time to take a Whale Watch on Monterey Bay. Mark and I saw 20 or so whales in this two hour tour. This was AW-SOME. In the afternoon we had a patio party at Don Martine's wonderful B&B on the pacific. Al Moss, Don, and the rest of the MG Racers sampled California wines and more wonderful food. To cap the evening, Don took us on a garage tour of his fantastic assortment of rare and racing MG's. Too many to list in this story. However, we later all packed into Brian Beery's rental HHR for another visit to the Hog's Breath Inn.

Friday was busy at the track. Unload the MG racers from the transporter, unpack tools and get the car thru Technical Inspection. A big party was given by HMSA and Anderson Windows in one of the Suites. Tons of adult beverages (more of that pesky CA wine) and lots of BBQ and other fare. We were supposed to go to the Famous Baja Cantina (race car motif) but the free food & booze kept us at the track. This was the fourth day in a row of bright sunshine and fair winds. Did I mention we slept rather well every night?

Saturday was race day. The good weather deserted us, as the blackest clouds I have ever observed came in off the pacific. Just before our first session, a significant amount of rain made the track sloppy with standing water in the 100+ MPH straight. # 49 was eager to get on this track for the first time. The drill was to get used to the car again after 6 months off. Then learn the track without putting tires off



Rowdie Racing Report *continued*

the asphalt. Cope with the rain and the standing water, and race with a bunch of cars that you have never run with before. All in 20 minutes.



All went well until last lap turn 11, when my courage exceeded the wet braking capability of # 49, and I had a rather WIDE line into the corner. The other cars were very considerate and there was no “shunt”. In the MG feature race, I was delighted to be gridded fifth in the field of so many great cars. By this time the track was dry, so I was putting a bit more effort into moving up a few spots. Lap times were in the 1:58 to 2:00 area. I was told that from the corkscrew to turn 11 there is an elevation change equivalent to an 8 story building. I do not doubt that one bit. Actually the toughest corner is turn 9. This is a top gear no lift, sharp descending 90 degree left hander that is pancake flat at trackout. Take this right, and you are very quick. Take it wrong, and you can become a race car passenger with few options. The race was lots of fun and all was going perfectly until last lap in turn 11 (again).

This time I was passing a well driven MGA that had the



Competition



identical white body & blue stripes as # 49. This corner needs a hard braking 4-3-2 heel & toe to get thru the corner. The transmission popped out of 3rd, and I could not reengage. I could only get 2nd gear, so some heroic RPM from the engine allowed me to keep my finishing position.

Back in the paddock, we determined that the 3rd motion shaft between 3-4 and 1-2 had snapped. Al Moss stopped by, and having been an MG owner and Dealer since 1947, said that this was only the second time he had heard of this failure. Our weekend was over, just as it was getting off to a great start. However the MG Banquet at the Laguna Seca Golf Ranch that night was excellent, and the Rowdie crew was joined by good friend Mike Jacobson of San Francisco. The party was one for the books. Warren Pierce of Pierce Manifolds made each driver a member of the Pebble Beach Sports Car Club for the weekend. This club was formed in 1952 and has remained active for all these years



On Sunday, Fellow racer Chris Meyers offered me a drive in his MGA Twin Cam in the morning session. I have driven Twin Cam MGA on the street, but never a highly tuned one on the track. The car handled flawlessly and in a lap or two, I was very comfortable and gave it a good drive. Chris later said it was a thrill to hear his engine at high RPM as it went down the track. All too soon the race was over, but not before I could “work on” my lines, and knock off a few more tenths of a second in lap times. All too soon the last race of the day was run. Later I treated the crew to dinner at a locally renowned Tarp’s restaurant near the track. (read more CA wine).

On Monday, we had breakfast at the Breakfast Club again. The food quality was only exceeded by the charm of the California waitresses. These hard working girls were saving up for their High school prom dresses, I am sure. The military presence in this area was noticed when 20 or more

Rowdie Racing Report *continued*

Competition



uniformed members of the military came in together. Don, Lenore, Don, and Brian were all on their way. Mark and I went to the Monterey Aquarium. This is a breathtaking place for adults and children. Lots of information on the

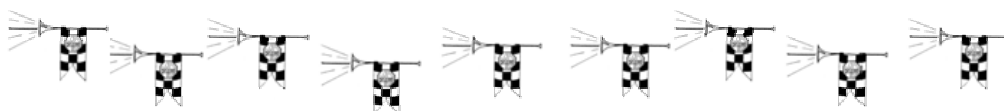


sardine and shrimp industry, and the working conditions in the 1920's for the cannery workers. We then went to Pebble Beach Golf Lodge for beer and lunch. The 18th green and the pacific surf can be watched while in here. For supper we got advice from Jim Weissenborn on where the locals eat seafood. The tourist spots (great food) were in the \$50.00 per plate range. We actually went to Fisherman's wharf to the SAND BAR restaurant. Very small & cozy but the food was **AWESOME**. Probably the best seafood I have ever eaten. Mark agreed!

Tuesday Mark and I checked out of the Travel Lodge, and were told by the staff that Rowdie Racing was the best race team they had ever hosted. Considering that many of the US and International teams stay here, we were quite hon-

ored. They probably said that as we did NOT put the rental car in the hotel pool. Mark flew back to Florida from Monterey, and I flew back to Michigan from San Jose. On the drive back to the airport, I toured Silicon Valley. Those folks really know how to build some lavish offices. Again, the weather was sunny and warm. On the flight home, it was easy to reminisce on all that happened in just eight days. I was particularly thrilled to have been a member of Jakes Stable and the Pebble Beach Sports Car Club at the same time. Considering that all of my 1950's and 1960's hero's were members of these east and west coast clubs was **VERY** special to me.

All of the MGVR racers now say that this trip and racing on the Laguna Seca track was one of their best race weekends of their racing career. I have to agree. Thanks especially to my wife Chari for putting up with my Walter Mitty hobby.





VINTAGE RACERS' NEWSLETTER

Gold Cup Historics @ VIR with SVRA

June 4-7, 2009



Bulletin # **1**

CHALLENGE



Greetings MG Vintage Racers and welcome to the first of several **Gold Cup** Focus Event E Bulletins. The news is all good..now is the time to make reservations, fill out forms, develop strategies, and plan for loads of MGVR fun and camaraderie that you expect to enjoy at MG Vintage Racers Focus Events!

- **MGVR Headquarters Hotel** *Sleep Inn & Suites* in Danville. The Sleep Inn is close to the track, and a bargain at \$75.99 per night. MGVR has a block of 40 rooms available at this special rate-don't wait another minute to make your reservations.
Sleep Inn & Suites
1483 South Boston Road
Danville, VA 24540
Phone 434-793-6090
Fax 434-794-6088
Email gm.va372@choicehotels.com
 - **Saturday Night MGVR-Morgan Banquet** *The Pagoda Room at VIR!* That's right; our Saturday MGVR-Morgan Banquet is trackside. Banquet Chair Larry Smith is pleased to report that MGVR is negotiating for the Pagoda Room, along with VIR's outstanding caterer. Keep an eye open for a follow up bulletin with reservation information. Larry estimates that ticket prices are in the \$35 per person range. Oak Tree Ale anyone?!
- SVRA Gold Cup Entry** is attached for your convenience. Also attached is the *Gold Cup* Provisional Schedule and Race Car Information Sheet. Please note the \$50 discount for MG Vintage Racers for the three day race weekend! SVRA imposes a \$100 late fee for entries received after May 18; why not get your entry out of the way now. For VSCCA and VSCDA Group 1 MG T Series folks, SVRA "Collier Cup" waivers apply. If you have any questions, feel free to contact SVRA Technical Director Jack Woehrle (Jwoesvra@aol.com) , or contact me at editor@mgvr.org, or 860-490-5950.
- **Is Your Medical Up To Date?** Now is the time to schedule a visit to the family physician if your medical is not current (typically two years). Sure it's a pain in the __ __ __, but forgetting about it until last-minute is a bigger pain!
 - **Is Your Equipment Up To Snuff?** February is a great time to check the condition (and age) of your personal safety equipment, including helmet, restraints (scuffed, abraded, 5+ years old), gloves, *fire suppression*, shoes. Is your fire suit greased up from that end-of-season brake job you did in the paddock last October? Maybe it is time to professionally clean, or replace it.

*There's more to come. Stay tuned for VIR FAQs, Banquet Goodies, and More on Gold Cup Festivities. As always, **Safety Fast!***

Chris Meyers



Heacock Classic Gold Cup

Virginia International Raceway ~ Alton, VA

June 4-7, 2009

** Online Entry Form available at www.svra.com **

Driver Information - All Drivers must hold a competition license with SVRA, HSR or a recognized VMC organization with a valid medical date. Non-SVRA Members - A copy of your current competition license & medical must be included with entry.

Note: Starting August 1, 2009, all drivers participating in SVRA races will be required to use a Head & Neck Restraint System that meets the SFI 38.1 standards. All acceptable devices are listed on the SFI website at www.SFIFoundation.com under "Manufacturers" / "38.1". Pre-War cars will be exempt.

Driver _____ SVRA Member # _____
Co-Driver (One Crew Space) _____ SVRA Member # _____
Other Racing Organization Name _____ Member # _____
Address _____ City/State/Zip _____
Phone (Day) _____ Fax _____ Email _____

Car Information - A Race Car Information Sheet 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 (3) Crew Members.

1. _____ 2. _____ 3. _____

Entry Fees - Race Entry Includes: four (4) Race Credentials, two (2) Paddock Parking Credentials, Entry to Social Events and Race Mementos. Note: We do not give refunds - A credit will be issued, less a \$50 administration fee, good for one year.

Event Activities (Please check all applicable boxes.)	Non-Member	Member
<input type="checkbox"/> Optima Sprint Series (3-day Race Weekend)	\$ 495	\$ 475
<input type="checkbox"/> Morgan/MGVR Entry (3-day Race Weekend)	\$ 425	\$ 425
<input type="checkbox"/> Pre-War Entry (2-day Race Weekend - Saturday/Sunday)	\$ 150	\$ 150
<input type="checkbox"/> MotorCheck Enduro Series (Extra Race)	\$ 225	\$ 195
<input type="checkbox"/> Test Day - Thu. June 4 (No credit if canceled after 05/21/09)	\$ 300	\$ 275
<input type="checkbox"/> Driver Orientation Program - Thu. June 4 (Includes Test Day)	\$ 475	\$ 450
<input type="checkbox"/> Track Orientation Program - Thu. June 4 (Includes Test Day)	\$ 400	\$ 375
<input type="checkbox"/> Track Touring - One Day: \$35 / Two Days: \$50 / Three Days: \$65	---	---
<input type="checkbox"/> Number of Over Crew _____ @ \$35 each	---	---
<input type="checkbox"/> LATE FEE - If Received After Monday, May 18	\$ 100	\$ 100

Note: Monoposto Members may use the Member entry fee rates.

Minus Credit Used _____

If entering a second car, please complete a separate Entry Form.

Total Enclosed _____

Credit Card: ☐ VISA ☐ MC

Credit Card # _____ - _____ - _____ - _____ Expires ____ / ____

Signature (If Credit Card) _____

AMB Transponders are Mandatory. To purchase or rent an AMB Transponder, please contact Kim Belinc at (404) 298-3323, fax (404) 298-3325, email kim@svra.com. The Transponder Purchase/Rental form can be found on the SVRA website under "Forms".

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

Entry Rec'd _____ Payment Rec'd _____
Check # _____ Amount Received \$ _____
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.



SVRA ~ Heacock Classic Gold Cup
Featuring Morgan / MGVR / Historic Stock Cars
Virginia International Raceway
June 4 ~ 7, 2009

PRIVISIONAL SCHEDULE

printed 1-08-09

Wednesday, June 3

3:00 pm - 6:00 pm Registration

Thursday, June 4

7:00 am - 5:00 pm Registration
 8:00 am - 9:00 am DOP/TOP Classroom Session

**8:00 am - 5:00 pm Optional Test Day ~ Rotating
 A, B, C , TOP/DOP groups (see test schedule)**

5:00 pm Morgan/MG untimed welcome session

12:00 noon - 6:00 pm Technical Inspection

Friday, June 5

7:00 am - 5:00 pm Registration
 7:30 am - 2:30 pm Technical Inspection
 8:00 am Groups 8 Qualifying 1
 8:25 am Groups 5, 6 Qualifying 1
 8:50 am Group 10, Stock Car Qualifying 1
 9:15 am Group 2 Qualifying 1
 9:40 am Group 3, 4 Qualifying 1
 10:05 am Group 1 Qualifying 1
 10:30 am Group 9 Qualifying 1
 10:55 am Group 7 Qualifying 1
 11:20 am Group 8 Qualifying 2

**11:45 - 12:45 pm LUNCH BREAK
 Track Touring (see registration for tickets)**

12:00 noon Driver Meeting in Classroom

12:45 pm Groups 5, 6 Qualifying 2
 1:10 pm Group 10, Stock Car Qualifying 2
 1:35 pm Group 2 Qualifying 2
 2:00 pm Group 9 Qualifying 2
 2:25 pm Group 7 Qualifying 2

**2:50 pm Motor Check On-Site ENDURO #1
 Slower Cars
 60 minutes ~ one pit stop**

4:00 pm Groups 3, 4 Qualifying 2
 4:25 pm Group 1 Qualifying 2

**4:55 pm Motor Check On-Site ENDURO #2
 Faster Cars
 60 minutes ~ one pit stop**

6:30 pm **VIR Gold Cup Black & White Party**

Saturday, June 6

7:30 am - 3:00 pm Registration
 7:30 am - 10:30 am Technical Inspection
 8:00 am Group 8 Qualifying 3
 8:25 am Group 7 Qualifying 3
 8:50 am Groups 3, 4 Qualifying 3
 9:15 am Groups 5, 6 Qualifying 3
 9:40 am Group 9 Qualifying 3
 10:05 am Group 1 Qualifying 3
 10:30 am Group 2 Qualifying 3
 10:55 am Group 10 Qualifying 3
 11:20 am Historic Stock Car Qualifying 3

**11:45 am - 12:45 pm LUNCH BREAK
 11:50 am MGB/V8 Parade Laps
 12:15 pm Track Touring**

12:45 pm Group 8 Qualifying Race
 1:10 pm Group 7 Qualifying Race
 1:35 pm Groups 3, 4 Qualifying Race
 2:00 pm Groups 5, 6 Qualifying Race
 2:25 pm Group 9 Qualifying Race
 2:50 pm Group 1 Qualifying Race
 3:15 pm Group 2 Qualifying Race
 3:40 pm Group 10 Qualifying Race
 4:05 pm Historic Stock Car Qualifying Race

4:30 pm Morgan ~ MG Challenge Race

6:30 pm **MGVR/Morgan Party**

Sunday, June 7

8:00 am-12 noon Registration
8:00 am Groups 2, 5 warm-up
 8:30 am Groups 7, 9 warm-up
 9:00 am Groups 1, 3 warm-up
 9:30 am Groups 4, 8 warm-up
 10:00 am Groups 6, 10, Stock Cars warm-up

10:30 am Peter Morgan Race (#3 in Series)

**11:00 am - 12 noon LUNCH BREAK
 Quiet Time ~ No Un-muffled Engines
 Track Touring ~ Street Cars Only**

12:00 noon Groups 5, 6 OPTIMA Sprint Race
 12:30 pm Group 2 OPTIMA Sprint Race

1:00 pm MGVR All - MG Feature Race
 1:30 pm Group 9 OPTIMA Sprint Race
 2:00 pm Group 7 OPTIMA Sprint Race
 2:30 pm Group 8 OPTIMA Sprint Race
 3:00 pm Groups 3, 4 OPTIMA Sprint Race
 3:30 pm Group 1 OPTIMA Sprint Race
 4:00 pm Group 10 OPTIMA Sprint Race

**4:30 pm Historic Stock Car Enduro
 60 minutes ~ one pit stop**



VINTAGE RACERS' NEWSLETTER

Gold Cup Historics @ VIR with SVRA

June 4-7, 2009

CHALLENGE

Bulletin # 2 Gold Cup FAQ



Who Is Eligible? MG Vintage Racers with a current medical, a competition license from a recognized vintage race organization, and MG with a vintage log book. VSCDA Group 1 (Pre War, T Series) and VSCCA MG drivers can request waivers for medical, roll bar, full harness, SA 00 helmet (any year SA acceptable), fuel cell, dual braking system, and transponder. SVRA Request for Waiver is attached.

Entry Forms? Attached. Also available at www.svra.com. Look under event info/Heacock Classic Gold Cup.

Entry Cost? \$425.00 for 3 days of racing! **Early Bird Discount?** No. The \$425 entry includes a MGVR discount!

Entry Confirmation? None will be sent. Check for entry list on SVRA web site

Refund Policy? As noted on event entry form.

General Schedule, Registration, and Tech?

Please see attached SVRA Provisional Schedule for tech and registration hours. Once arrived at VIR, please follow the signs to event registration.



Directions to track?

Roanoke: Take US 220 South towards Martinsville, approx. 50 miles. Exit onto US 58 East to Danville, VA, continue through Danville, approx. 40 miles. Turn right onto VA-62 South to Milton, NC, through the traffic light and onto NC-57 South. Continue one half mile and turn left onto Racetrack Road. VIR is 1 mile on the left .

Richmond: Take Route 360 South from Richmond to South Boston. Take 58 West at South Boston. Take Route 119 South at Turbeville. Follow signs to VIR. Turn right on Sunset Road which becomes Racetrack Road to the VIR gate .

Raleigh: Take US 70 Bypass West to I-85 South. Turn right onto US 501 Bypass North, becomes US 501. Stay on US 501 to Roxboro, approx. 27 miles. Turn left onto Court St. in Roxboro, Turn right onto NC-57, 17 miles. Turn

DID YOU KNOW?

FIVE MGB-GT V-8s are expected to participate at this year's Gold Cup Historics?

Les Gonda

Jerry Richards

Keith Burnett

Storm Field

Bruce Blakeley



CHALLENGE

Bulletin # 2



right onto Racetrack Rd. VIR is 1 mile on the left.

Greensboro: Take US 29 North, 45 miles. Turn onto Danville Expressway which is US 58/29 bypass heading east towards South Boston. Exit at 58 East towards South Boston and follow for 5 miles. Turn right onto VA-62 South to Milton, NC, through the traffic light and onto NC-57 South. Continue one half mile and turn left onto Racetrack Road. VIR is 1 mile on the left.



***“If there’s a Heaven
On Earth, Its VIR”***

-Paul Newman

Will we run in assigned SVRA class races as well as All MG races? Yes. We have two All-MG races, as well as a special Thursday late afternoon MG/Morgan “welcome” practice session. See schedule for more info.

Optional test day? Yes. Thursday from 8 am to 5 pm on a rotating schedule. See SVRA web site for test day schedule. Cost is \$275/member, and \$300/non-member.

Special car requirements:

Sound restrictions? No

Antifreeze permitted? No

Transponder required? NO! No transponder = no lap times. You can rent one from SVRA by contacting Kim at 404-298-3323. Rental forms are available for download at SVRA.com under “Forms”.

Crew and spectators:

Crew passes? Entry includes three crew members. Overcrew is \$35.00 each.

Spectator event? Yes. Please contact VIR for spectator information.

Social Activities:

MGVR gathering? Dinner Saturday evening at the Pagoda Room in the paddock with our Morgan friends. Reservation forms will be available shortly.

VIR Gold Cup Black and White Party Friday at 6:30 at the track-a Gold Cup tradition where you will enjoy the company of your fellow vintage racer, workers, and event organizers. Stop by MGVR Central for more information and exact location.

Other? We will have an informal gathering at MGVR Central in the paddock after Thursday’s Welcome Session. This will be a BYOB/snacks and mixers will be provided. Please consider bringing libations local to your home town and share with your fellow MGVR. This is quickly becoming a MGVR Focus Event tradition!

Paddock Accommodations and rules:

Special paddock areas? MGVR Paddock, and *MGVR Central* will be located at the panhandle near the covered false grid. See attached map for clarification. Power is available for \$25 for the weekend-payable to VIR personnel.

Garages available? Yes. Contact VIR for availability 434-822-7700, or www.virclub.com



CHALLENGE

Bulletin # 2



*****Race Fuel, air, water available?** Yes. Check at MGVR Central for times and location.

Tires available? Sasco Sports (434-822-7200) and Bob Woodman Tires (843-524-8473)

Food available? Yes, paddock food at VIR is as good as it gets!

Rules for ATV's, scooters, pit bikes. Golf carts, bicycles? You need to license your scooter, atv or golf cart IF you venture beyond the paddock. Otherwise, no licensing required. MGVR is working on a waiver of licensing requirement for Friday's Black and White Party.

Pets allowed? Yes

*For a complete list of VIR Rules and Regulations for Participants, please visit
<http://www.virclub.com/participants/participants.html>*

Camping:

Motor home camping at track? \$50 per RV (includes electrical hook up).

Tent camping at track? \$35 per tent-includes electrical hook up

Track gates open overnight? 24/7

Dump Station? YES!! This is brand spanking new and good news for RVers.

Local accommodations:

MGVR headquarters hotel? Sleep Inn Danville 434-793-6088.

Other hotels: Other hotels at <http://www.virclub.com/submit-weblink/danville-accommodations/>

Local tourist info:

Chamber of Commerce: <http://www.visitdanville.com/>

Visitor Center: Bernice Moore , Welcome Center Manager 434-793-4636 or moorebe@ci.danville.va.us
Rosalee Maxwell, Director of Tourism “ rmaxwell@visitdanville.com

CONTACTS:

MGVR Editor: Chris Meyers editor@mgvr.org, or 860-490-5950 www.mgvr.org

SVRA: Kim Belinc kim@svra.com, or 404-289-3323 www.svra.com

VIR: Josh Lief 434-822-7700 www.virclub.com





SVRA
Request for Waiver
2009

Event for which waiver is requested _____

Driver Information

Driver _____
Address _____
City/State/Zip _____
Phone(DAY) _____ Fax _____
Email _____

Car Information

Car Year _____ Make _____ Model _____
Log Book # and Organization _____

I request that SVRA waive the following requirements for my entry:

DRIVER: _____ Waive requirement of medical
 _____ Waive requirement of formal license

DRIVER EQUIPMENT:
 _____ Waive requirement of SA00 helmet (Must be SNELL approved ~ any year SA accepted)

CAR: _____ Waive requirement of roll bar
 _____ Waive requirement of full harness (for cars without roll bars only – lap belt required)
 _____ Waive requirement of fuel cell
 _____ Waive requirement of dual braking system
 _____ Waive requirement of transponder (will not be scored or timed)

PLEASE EXPLAIN REASON FOR REQUESTING WAIVER:

ENTRANT – SIGN & DATE: _____ **DATE:** _____

SVRA USE ONLY: APPROVED BY _____ **DATE:** _____



SUBSCRIBER NEWS

Holmes Wins!

This bit of news slipped thru the cracks, but nonetheless, MGA racer David Holmes won the 2007 VA-RAC vintage production class championship. Congrats, David!

Ps-David and son Evan will be at VIR in June for MGVR's Focus Event! See you there!



BARC (Binghamton Automobile Racing Club) Boys Photo Caption Contest. Not sure who won, but it was noted in discussion that Joe Tierno has a Pepsi in his hand-'say it ain't so'

Bay City Rollers

2 CD SET!

Comeback Tour 2008

YOUR FAVORITE SONGS

DESTINED TO BE A
COLLECTOR'S ITEM

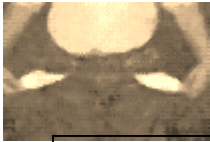
NOT AVAILABLE IN
ANY STORES



REMEMBER THESE?

Bye Bye Brewsky
Rock and Roll Me Over
I Only Wanna Be With You and Brew
Don't Worry Baby, There's More in the
Fridge
Where Am I Now?
AND MANY MORE!





Cheap? or Clever?... WHATEVER!



Bob Spruck shares a series of 'Cheap or Clever...' articles in the hopes that we will share our cheap, clever ideas with other MG vintage racers. Your editor plans to run at least two "Cheap..." articles per issue until we run out of "Cheap..." ideas. (Is that ever possible?) Send 'em in!

Cheap? or Clever?... WHATEVER! CHEAP TRICK # 4 - Differential Removal Tool

-by Bob Spruck Motor Mouth/south

One of the things I do to prepare my 1967 MG Midget for each track I race at is to decide which rear differential ratio I want to use. If the track has long straights, like Road Atlanta, where I want to pull max revs for a long time, I'll use the standard 4.22 to 1 gear ratio. On a shorter track or one with shorter or fewer straights and more turns, like Roebling Road or Barber, I'll install a higher numeric ratio, usually a 4.55 to 1. There are a 3.9 and a 4.8 available on either end of the range, but I have never used them. Changing the diff on a Spridget is relatively easy. It takes less than two hours and entails draining the 90 weight oil, backing off on the rear brakes, and removing the wheels, drums, axles, drive shaft, and brake line connector. The last thing that needs to be removed is the differential assembly itself. This used to be the most difficult and dangerous part for me.

sealed with a gasket and silicon RTV or RTV alone. Once the eight nuts and lock washers are removed, you have to pry the aluminum differential from the steel housing while on your back, working over your head, with a screwdriver, chisel, or pry bar, and a hammer. Once the two surfaces are separated, you have to rock it and pull it over all eight studs until it pops free. Then all of a sudden you have a slippery, 30 pound lump in your hands, dripping 90 weight, that has to be threaded around the drive shaft flange, brake lines, shock absorbers, backing plates, etc. I can't tell you how many times I have yanked on the thing to pull it past the studs and caught a thumb between the diff flange and the driveshaft flange. Ouch!!! Black fingernail for sure!



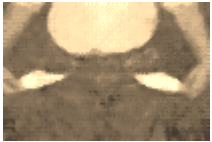
The differential-removing jacking bolts ready to work



The placement of three of the four jacking bolts on the differential flange

The assembly is bolted to the rear end by eight studs and

As usual, when I am challenged with something dirty, dangerous, uncomfortable, time consuming, inconvenient, or expen-



Cheap? or Clever?... WHATEVER!



sive, I try to figure out a way to avoid those adjectives. Clever is cool, cheap is important, but clever and cheap is what I seek. Some solutions are cheap rather than clever, others are more clever than cheap - whatever. As long as it works.

My solution to the differential removal problem was to drill and tap four additional holes in the soft aluminum differential housing on the same circumference as the eight mounting holes. By inserting a bolt in each, I can now jack the differential out of the housing by turning each bolt in sequence a few turns at a time until it comes clear of the RTV sealer and is almost clear of the studs. Then I can reposition myself for the weight and space and set the unit down on the floor without damage to the equipment or to my thumb-nails. I packaged the whole tool in a little plastic box and labeled it so I always have the right number and size bolts readily available in my toolbox. I even included a spare bolt or two just in case.



The entire differential puller tool fits into a small container in your tool box



SUBSCRIBER NEWS

Congratulations To MGVR Treasurer Larry Smith and wife Charlyn Smith, on their wedding last September.

Larry reminisces... *"Both of these photos taken at our September 13 wedding. The groom's cake was a great surprise from Charlyn. Some folks might get a chuckle out of it. I know that my MG friends at the wedding thought it was a great idea.."*





2008 NHMS Vintage Celebration

-by Chris Meyers

MG Vintage Racers at New Hampshire Motor Speedway

15 MG vintage racers enjoyed three days of racing and romping in the sunshine at the renamed New Hampshire Motor Speedway with Vintage Racer Group (VRG) May 16-18. Considered by many to be the biggest bargain in vintage racing, the New Hampshire Vintage Celebration includes vintage circle track racing early in the week, followed by vintage road racing and vintage motorcycle racing on the NHMS road course.

The racing in Group 1 was competitive all weekend, where spectators watched MGVRs Skip Day (Devin TD), Frank Filangeri (TD), Frank Mount(TC), Jeff Renshaw(TD), Paul Fitzgerald(TD) Mark Sherman(Supercharged TD), and George Smith(TD) and Caroline Tucker(MGA) dice among the Oscas, Jabros and Turners. Rookie Jason Meyers (author's son), racing a Midget, was quick to grasp a greater understanding of "Safety Fast" after graduating from VRG Drivers School and joining Group 1 for Saturday and Sunday races. Paul Fitzgerald found himself in familiar territory as he was seen thrashing his TD #883 around New Hampshire's roller coaster road course-this after a disappointing transmission failure at our West coast Focus Event at Laguna Seca in March. Jim Warren did double duty this weekend, racing his almost stock MGA #298 when not instructing the VRG rookie class of 2008.

The racing was close, fast and safe in race group 2, where an interesting mix of larger bore 50s GTs and small bore sports cars mixed it up with MG vintage racers John Faulkner, Mark Palmer, Chris Meyers, John Maiuccoro, (all MGAs), rookie Paul Trout (BGT) and Nial McCabe(Midget). Everyone had someone to mix it up with. After a weekend-long dice with Paul Bova's gorgeous BRG Turner, ex MGVR Editor Mark Palmer found himself on the sidelines Sunday morning cheering for John Faulkner, who copped a ride in the Palmer MGA #185 after snapping an axle in his own MGA. Your author had a particularly interesting scrap with Rich Kieley's Ferrari Dino-a classic horsepower vs. handling duel that was the definition of all that is good about the gentlemanly sport of vintage road racing.

Congratulations go to Frank and Connie Mount for winning the Belknap Cup in recognition of all that they do in support of this event. 2008 marks 50 years of MG vintage racing for Frank Mount-how many of us can brag of that? Congrats also to Paul Fitzgerald, who received the First Annual MG T Cup, and Paul Bova for winning the MGVR sponsored Marty Therrien Trophy. Thanks to the Mounts for introducing and sponsoring the MG T Cup, and thanks to VRG and event chair John Kieley for running a MGVR friendly event this year at NHMS.



Meyers Photo



Mark Sherman Photo



Waterford Hills 50th (Manley's 60th) -by Steve Konsin and Manley Ford

The Waterford Hills Road Racing 50th Anniversary Event put on in celebration of Manley Fords 60th birthday was the most fun I have had racing in my less than 60 years of life on this planet..The MG contingent that Manley recounted in his note are the best "Band of Brothers" both on and off the track...As a point of interest the only way I was able to make it to this glorious event was thru George Shafer who generously offered to tow my car along with his up from Somerset Pa. where I left it after the PVGP. Thanks George...



All the races were terrific but I had the best seat in the house during the second race when Ford and Shafer flew by me on the back straight...The race Manley thinks we let him win because of his birthday...*no way* ...10 laps at Waterford wore me out...there was no way around those two. I started praying for the checker so I would have enough time to take a nap before the feature race...You should have seen how they were throwing the 2 cars around with Manley trying to stay in front of George and George keeping the pressure on Manley waiting for him to make a mistake or give him an opening...I don't think anything could have stopped Manley from winning that one.

And as you would expect "MG Magic" was in abundance with Tom's A finding a replacement axle for the A in an almost tearful way(another enthusiast delivered one to the track before the morning warm up- John D. breaking a rear axle and safely bringing it home to the pits early in the weekend- Ed Cronin catching a bad

front wheel bearing before the next race- Shaf picking up about 20 more HP with a little fine tuning...it was a great weekend. I just wish I did not live so far away for future attendance... *by Steve Konsin*

It seems the Michigan Rowdies (which represents a great many of the more spirited MG enthusiasts in Michigan) were partying on Saturday but despite the reverie that was going on with the group, we were able to get thru to Mark Barnhart, who came to the rescue and delivered the needed axle shaft to the track on Sunday morning. Mark is a frequent participant on Dave Smith's pit crew. I happened to see him arriving at the track yesterday in his very neat green MGA - in livery to match Joe Tierno's car - having driven down from Flint, Michigan on a stone-gorgeous sports-car kind of morning with his usual big grin on his face. Proof once again of the camaraderie of the MG Vintage Racers.

As far as the event itself . . . the MGVR contingent had a lot of fun, acquitted ourselves quite well and put on some really close and clean racing for the Waterford Hills 50th Anniversary race.



They put most all the MGs (TDs of yours truly, George Shafer and Ed Cronin, Frank Mount's TB special, Steve Konsin's Lester MG, John Deikis' Midget and Tom Baumgardner's MGA) in Group 1 (Pre-war and early

Competition



production), while Derek Chima's very fast Midget was fighting it out in Group 3 which comprised C/D/E production and B/Sedan cars.

The track announcers (they need two because these guys really WORK and they're the best I've ever heard) managed to make even the runaways interesting. So they were practically going berserk when Steve, I and Shafer demonstrated the famed double out-braking maneuver where we reversed the order of the three cars in one very tight turn during the qualifying race on Sunday morning. Steve and Shafer let me win that one (it was my birthday weekend) but that was not to be the case for the feature race in the afternoon. Despite getting by him once at Paddock Bend, Steve easily **regained the lead on the back straight on the last lap and took the Group 1** win by a couple of car lengths with me and Shafer following close behind. John Deikis got fourth followed, I think, by Ed Cronin, Frank Mount and Tom Baumgardner (whose engine was running on 3 cylinders). Meanwhile, over in Group 3, Derek and brother Craig were having fits all weekend with the Midget which would run great in the paddock and for about a half a lap and then just die and sputter. Obvious fuel starvation problem in retrospect but it took along time to trace the problem to a high-tech fuel filter down stream from the fuel pressure gauge that was restricting flow despite no apparent foreign matter in it. Derek had to start from the back of that fairly large group but made it up to mid-pack, finishing 9th or 10th and would have done much better had he not been held up by an obviously slower 2 liter Alfa GTV (driven by a friend of mine so I won't mention Hal Nichols' name).

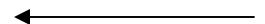
The weather was near perfect, the spirit of the event was practically joyous, the racing was safe and almost incident-free and the organization - especially considering the very cramped paddock area and that this was the first vintage event since 2001 at Waterford - was outstanding. Hats off to Doug and Laura Respecki (Datsun 510 and a very charming Shelly) who are the same people who had previously organized the vintage races there. When I happened to see a somewhat frazzled Doug on Sunday afternoon and asked if there were any plans to make Waterford a regular vintage event again, he barked back, "If one more person asks me that, I'm gonna say 'NO' !" Guess my timing could have been better. - by Manley Ford



"We played croquet Saturday evening at my place. This for grid position for the buffet line. Left to right are Ed Cronin, Frank Mount, George Shafer, Steve Konsin, yours truly and John (I'll keep my Old Speckled Hen in my right hand, thank you) Deikis before the serious, full-contact maneuvers began. Fortunately, no broken bones, mallets or balls but we came close! Missing from the foto is Tom Baumgardner who wisely choose to drink beer and hang with the ladies "



The Winner



2007 VDCA Season Finale

-by Bob Spruck MotorMouth/south

Competition



2007 was another successful season for the Vintage Drivers Club of America and their (and the nation's) last race of the year was a grand success as well. The annual Season Finale' is held at Roebling Road Raceway just west of Savannah, GA, this year on December 7-9th. The tradition of good racing, safe racing, fun racing, and lots of racing was upheld for yet another year.

Over 100 cars pre-registered and while only a few didn't show, there were numerous walk-ups that brought the total to approximately 100. That's about the VDCA average and just about the optimal number to provide the low key style of racing that VDCA has become known for. Additionally, that number also allows for large amounts of planned track time and has the hidden advantage of few incidents, which means that events went off as scheduled. Only some early morning fog on Sunday slowed things down a bit. Since the track was shared with the BMWCCA and their 50 some cars, keeping on schedule was quite an accomplishment. This symbiotic arrangement has been going on for a few years with great results.



Stirling Heath

Stan Heath

In addition to the usual two half-hour practice sessions for each of the five vintage groups and four sessions for the various BMW classes on Friday, VDCA held their very popular and fun Gimmick Race at the close of the day. This year's Gimmick race was scored according to a complex and exacting formula that took into account the ability of the team to run close to their target lap time, the creativity in choosing a team name, presentation of the team, car numbers, paddock location, car color, eye color, and of course, quality of bribes given to the race organizer (Doug Meis). The first racer to win a prize was the first one to arrive at the Friday beer party following the gimmick race. Well known for his speed in the car, Alex Quattlebaum II demonstrated

his speed from paddock to beer party and was awarded a nice beer mug.

The prize for "Worst Bracket Racer" was awarded to the driver who was farthest from his target lap time. Ed Diehl ran a 1:50 after declaring a target of 2:20, blowing his lap time by 30 seconds. Since his speed hinted at advanced technology in his Saab 93, he was awarded a book on Formula 1 Technology.

The prize for "Best Bracket Racer" was a cash award. This was a close contest with several drivers less than one second off of their target time. The big money went to Scott Nettleship who ran a 1:35.578 on a target time of 1:35.5. It was actually a bribe/prize of 1.00 dollar.

Easily the most creative team in the race was San "T"'s Reindeer with Red Balls. Featuring a Model T Ford running as lead car, stuffed Reindeer as co-pilots and red LED lights on the valve stems, they were really in the spirit (or maybe they got into the spirits!). Each member of the team received an auto racing related book from Meis's personal collection.

And the winners of the Gimmick Race, Team "Last Call" (Barry Durham, Dave Handy, Jeff Horne and Tony Cove) carried away the coveted Pink Flamingo trophies given to the victors of this prestigious event.

Saturday was a full day, too, with each of the Vintage Groups having one practice session and a Qualifying Race and the BMW guys and gals having two practice sessions, an Enduro Qualifying session, and the big (53 cars on the grid) one-hour Enduro Race. The traditional Pig Pickin' and Oyster Roast followed the on-track activities.

The Vintage Enduro was held Sunday morning, after the two Vintage and one BMW warm-up sessions and before Quiet Time. Forty-Four cars started the scheduled 1-hour race and the winner circled the 2.02 mile track 40 times before the race was called. Larry Wilson not only looked swift in his B Sports Racing Royale RP-17, but he was actually pretty swift on the track, too, winning the race by a lap over Tom Bungay's Swift DB2 S2000 and Max Rubin and Peter Krause in the Lola T-596 S2000. That car posted the BTOD of 1:13.9. The enduro provided lots of spectator thrills, lots of racing, and the opportunity for some to hone their engine building and sheet metal repair skills over the winter. The final BMW race and five Vintage Feature races started right after the lunch break and lasted until just about everybody ran out of car, tires, and energy.



Production cars seemed to dominate this year's Season Finale'. Group I was the largest group with almost 40 cars, including nine Formula Vees. The Vee racers are a neat bunch of guys. All the Vees gridded and started behind the production cars in order to enable them to race together and not bother, intimidate, or harass the cars with fenders. Despite this, Mike Jackson, who started on the FV pole, behind 17 production cars, would up 5th overall, WAY ahead of Paul Buttrose in the next fastest Vee. We need to get tech to check his valve covers and see if it says Porsche on them! If that wasn't exciting enough, Rob Stewart in his always fast 1967 Triumph Spitfire 1296 and Alan Casavant in his 1959 1220cc Lotus 7 continued their thrilling weekend-long battle right up to the end. Alan had a qualifying time that was .4 quicker than Rob, so he started on pole. Alan pulled away by three or four car lengths but Rob stuck with him. You could tell by the little Rob gained each lap that a pass would be possible shortly. Since the feature races were 14 laps, there was plenty of action as the two traded the lead many, many times, mostly on the entrance to turn one but also apparently on the back of the track as well. Rob made his last pass with three laps to go and posted his fastest time on the penultimate lap as he had to in order to keep ahead of Alan. Us spectators at the start/finish line were breathless the entire time. I can imagine how it was for the guys doing all the work!



There were only two MGs in Group 1, the 1965 Midget of Bob Van Kirk and the 1972 Midget of Andy Russell. Andy was just a tick faster than Bob in most of the practice sessions. Unfortunately, he had an incident on Saturday that prevented him from running on Sunday. He'll be practicing sheet metal repair over the winter. Van Kirk, back on the track after a long lay off, did very well, considering. New engine, different cam, old tires, wrong diff ratio, and rusty skills. It all came back fine, as he continually improved his lap times, had no problems with the car, and decided he definitely had to buy new tires. In the feature, he started

12th and worked his way up to 7th OA and 2nd in FP after Rob Stewart, the race winner.

The pre-War cars constitute Group 9 but they were relatively sparse this year, after many years of great turnout. Scott Ebert with the thunderous flathead V8 Dreyer Ford sprint car went home early, leaving George Pardee's MGTF, Harry Reynolds' Kieft F3, Miles Whitlock's 1919 Model T Speedster, and Randy Cook's Saab 93 to battle (?) it out for top honors. Randy, invited down from Group I in order to increase the Group 9 grid, took first OA while George Pardee had a very uncharacteristic DNF.

Next race Group up was 3 & 4, the larger displacement Production cars and the smaller sports racers. Alex Quattlebaum III in his always fast Elva Mk V took first OA but there were some nice cars and racing behind him. Fred Burke had his Cooper Monaco out again and is getting faster and faster with it as he works out the bugs. The 3.0 liter Ferrari V12 might have three times the bugs than most other cars, but Fred is getting a handle on them. Seventeen-year-old Sterling Heath did very well for his first time in his MGB GT and third ever race. It was good to see Sallie Cowan in her Volvo 142 and Steve Prewitt in the street-ready Austin Healey 3000 having fun.

The three MGBs and one MGA in Group 3 got in lots of laps during the weekend and accounted fairly well for themselves. Sterling Heath, the 17-year-old son of MGA racer Stan Heath, was on track for the first time in his '71 MGBGT. This is the ex-E. B. Odom car from Opelika, AL. Sterling shared the driving in his father's MGA twice earlier this year after doing the Barber School last winter. They were building up a Formula Vee for Sterling to race, but as is typical of most 17 year olds, he got too tall for it before he could race it. Maybe Stan should have gotten an MGB Roadster, not the GT with a hardtop! In any event, Sterling got lots of learning done this weekend by racing all the sessions but one (old ignition parts failed), and the Enduro. You should have seen his enthusiasm and excitement and accomplishment. Stan and Tina must be proud. Best showing of an MG was Bob Kilpatrick and his 1962 B. He managed a 2nd in class and 9th OA. Stan Heath place his 1959 MGA 3rd in FP and also ran 33 laps in the Enduro. Torsten Kunze was there in his '74 BGT, finishing just behind Stan, 5th in Class and also putting on the miles in the Enduro.

Just about everybody left on a racing high, once again. VDCA provides the kind of racing experience many people want. That's why the grids are getting bigger, more unique cars are appearing, and the members are staying satisfied. What a way to finish a season of vintage racing!



17th annual CVAR Marvelous May Races

Eagle's Canyon Raceway, Slidell, Texas

-by David Littlefield

Over May 16th through the 18th Corinthian Vintage Auto Racing conducted the second-ever wheel to wheel races at the Eagle's Canyon Raceway. CVAR had conducted the first races at the track the previous December.

Eagle's Canyon is a new track in North Texas. ECR is one of a growing number of "country club" tracks that have been developed in recent years. The third such track in Texas, ECR distinguished itself by designing a track that is FIA compliant. The goal is to have a facility that is capable of hosting professional racing events, as well as providing member-only track day experiences.



Author at ECR

Eagles Canyon

The track map (see end of article) is somewhat deceptive. While the 2.5 mile track maps out as a series of straights followed by tight turns, it is actually more complicated than that. The track is laid out over rolling terrain that has been carefully graded and paved to provide a challenging racing experience. The track changes elevation almost constantly, so slopes are either adding or subtracting from braking and acceleration in almost every turn.

A total of 130 racecars turned out for the weekend. This was the first experience on this track for many racers (including me), so the Friday practice day was well attended. CVAR requires that even seasoned racers run in a special "novice" practice group Friday morning and tape on a rookie "X" for the entire practice day if they are unfamiliar with the track. This makes it a bit less nerve-racking for the newbies and helps the more familiar drivers anticipate a peculiar racing line from an X'ed car.

Group 2 in CVAR consists of E Production and F Production cars with a smattering of C Sedan entries. The EP cars are almost exclusively MGB, the FP cars are Spridgets and

CS entries are largely (pun intended) Minis. Throw in a Porsche 912 and a couple of Triumphs and Group 2 gridded over 30 cars, the largest Group in CVAR.

The weather was clear all weekend, and temperatures gradually increased from the 70's on Friday to the high 80's on Sunday as summer is elbowing its way across Texas. After going to school on the track for a couple of days, it all came down to a hot Points Race on Sunday afternoon.

The MG Midgets dominated the class and Herb Hilton, as usual, dominated the Midgets. Herb, from Conroe, Texas, took first in class and the overall Group 2 win, finishing four seconds ahead of the ragin' Cajun, Kurt Gauthier, from Boyce, Louisiana. P.D. Sohn, also from Conroe, and yours truly, from Pearland, Texas, had a hard battle for third and fourth, respectively.

The fastest MGB was fifth overall, with John Hamilton of Navarre, Florida taking the EP class win over George Curl of Azle, Texas.

The always present and always pleasant Lou Marchant campaigned her MGA in CVAR's Group 4, which consists of pre-1960 cars. Also racing in Group 4 was Reed Yates with his MGTF. Lou kept Reed at bay to finish 5th overall to his 6th.



Grover Maurer's Final Lap

The highlight of the weekend was the much celebrated "retirement" of Grover Maurer from racing. A young 75 years old, Grover began racing in a Mini many years ago and, until this weekend, drove a MG Midget in the Spec Sprite class. Much to the disappointment of everyone that has raced and paddocked with him, Grover has decided to hang up his driving gloves for good. He was honored with a surprise "victory lap". After his last race on Saturday,



Herb Hilton

full face shield. I will never forget that. To all, Thank you. --Grover Maurer #77 MG Midget, aka The Green Turtle

To further recognize his achievements, that evening at the Saturday party, Grover was re-presented the Bill Parish award, which he had won at the Focus Event in Oklahoma in 2006. Although he won the award a couple of years earlier, his "keeper" version of the traveling trophy had only recently arrived, and it was fitting for him to receive it in front of his hometown fans.

CVAR has resolved to keep Eagles Canyon on the calendar for at least one event per year. Hopefully the location and quality of the track will ensure continued participation from the locals as well as some long-distance participants.



Lou Marchant

Grover was presented with the checkered flag, which he drove around the circuit while receiving an all-flag salute from the corner workers, a la Formula 1. Grover had this to say about his experience:

A wise man once told me that after a spirited race if another competitor follows you, or meets you at your garage area; never remove your helmet until you are sure of their intentions. Exiting the track after Saturday's race I was met by a crowd of folks on pit road. But I could see that they were smiling and meant no harm. I was told that they were there to celebrate my last weekend of racing. Wow! I was then asked to drive to the starter's stand where Linda Yates (CVAR Starter) handed me the checker flag and invited me to take a solo lap. This was starting to sink in. I wish everyone could have been on that lap with me. As I approached each flag station all of the flags were displayed and the station troops were at their parade best. Believe me, you haven't been there if you haven't tried to drive a race car one handed and clear tears from your eyes wearing a helmet with

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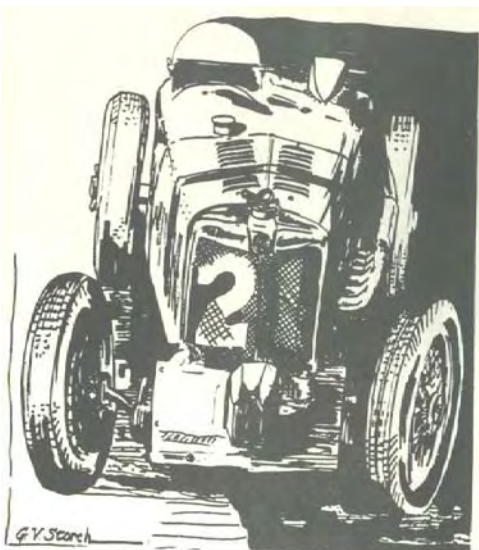
Due to the Editor's foot dragging, this issue will only list our new subscribers. Next issue will feature proper introductions along with photos where available. Thanks for bearing with me...

Chris Meyers/Editor

New Subscribers

Robert Brownlee-Tomasso	MGA	David Tomasso	MGA
Tom Dick	MGA	Dan and John Burgess	MGA
Marcus Jones	MGB	Tom Kent	Midget
Jim Byers	MGA/BGT	Pete Hylton	MGTC, BGT
Hal Hamilton	MGA	Roger Morse	MGTC
Paul Trout	BGT	Hunt Dabney	MGB
Ben Prewitt	Midget	Al Moss*	MGTC

*Al was in on the ground floor. He asks that you take a minute to visit his newest web site www.RacerMoss.com-



Thanks to Mark Palmer and Jim Weissenborn for sharing this photo

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. In 2006 MGVR marked their 25th Anniversary by holding an All MG race at Hallett Motor Racing Circuit where 76 vintage racers and their MGs participated in three days of non-stop racing action and celebration. Also in 2006, MG Vintage Racers' Newsletter was selected as *Newsletter of the Month* by **Classic Motorsports Magazine**.

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 **Webmaster: Chris Kintner**

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 **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**, 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

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\$ 68)

20 X 30 - \$ 40 (" " " -
\$ 90)

24 X 36 - \$ 59 (" " " -
\$ 148)

**Please contact Walt, or Lu at
autorace@september8th.com**

ENTRY BLANK

Entries will not be accepted without a completed biographical sketch for both driver and co-driver.

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