



VOLUME 31, ISSUE 1 30TH ANNIVERSARY COLLECTOR'S EDITION

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MG VINTAGE RACERS' NEWSLETTER

MG VINTAGE RACERS' NEWSLETTER

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From The Editor:

Well I must admit I did it again-last issue, and the issue before, I promised to produce a more steady stream of newsletters, and, at the time, I had every intention of doing so. I'm sorry, sorry sorry. I won't apologize any more this issue. Now that I have that off my chest, don't you worry, 'cause I plan to send out at least two more of these this year-I swear.

This issue is chock-full if catch up items, including a few older race reports, and some 'late is better than never' items of note and interest. It saddens me to have so many articles in this issue featuring departed MG vintage racers-we miss all our friends who leave us. Please read about our missing friends and take a moment to reflect on you're your friends and how important they are to you-maybe even remind them when the opportunity presents itself.

When was the last time you updated your email with MGVR? Much of the information I distribute is communicated solely through our web site (thanks Chris Kintner) and through email. My email has changed to editor@mgvr.org...has yours changed? If so, please send me your new address.

As I write this the afterglow of our West coast focus event with CSRG at Infineon is still fresh. What a fantastic event-CSRG is great fun to race with and very accommodating to our diverse gang of MG vintage racers. We had MGs from all over North America join us, including quite a large Canadian and East Coast US contingent. The MG Owners Club local chapter, and Pebble Beach Sports Car Club joined us for the fun-second time 'round for PBSCC. Those of you who wanted to join us, but could not for whatever reason, don't despair-next issue will feature a race report and photos. Let me quickly thank some of those responsible for envisioning, organizing, and executing this event: Scott Brown, Jim Weissenborn, CSRG Board, Tom Franges, Gary Anderson. Thanks fellas.

You will notice a theme to this newsletter. This year marks the 30th Anniversary of MGVR, founded in December of 1981 by Greg Prehodka. How many vintage race organizations were around in 1981? According to **The Vintage and Historic Car-Racers' Handbook and Directory** (1982) author Dennis Ortenberger, there were 11. Many are still with us-who do you recognize (CSRG, HMSA, HRG (CA), VSCCA, VSCR, VARAC, VARA, VRCBC, SVRA, SCCA, NHA)? Thanks to Greg for going through his collection of early vintage race literature and digging this up. This theme meshes well with our 2011 East Coast Focus Event at historic Lime Rock Park. Much of MGVR history has been written at LRP. Lime Rock is an ideal small bore track located in an idyllic setting-Northwest Connecticut. Do you plan to join us? Please send in your event application NOW and make your reservations NOW. The LPR Historics is a hot ticket - remaining slots allotted to MGVR will fill up fast. Any questions please contact me, or Greg P.

That's all for now. Enjoy the vintage race season!

MG Vintage Racers' Newsletter 1981-2006 Editor Chris Meyers editor@mgvr.org 55 Belden Road Burlington, CT 0 Burlington, CT 06013 Secretary-Treasurer Larry Smith lrsmg@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 back of newsletter 8.....



Announcments



PVGP Announces 1st Annual Donna Mae Mims Spridget Sprints! BeaveRun Historics to Feature All Spridget Race

It is official and in the books that we are having the first annual Donna Mae Mims Spridget Sprint. This race is open to all Spridgets-but Spridgets only. There will be trophies and a special trophy too. This will be an annual event ; the special trophy will be repeated each year and we hope to have the winner hand it off to the next winner each year. We will

give Spridget owners special paddock parking and other consideration. Let us know what interests you! We want to turn this into a real big deal and do as much as we can to make it happen. PVGP is behind us 100% so let's get it done!

As you all probably know by now Schenley has changed. I anticipate that just about every Spridget that runs at BeaverRun will be able to run at Schenley just like they normally run in their home clubs AND just as they run in their home clubs they will be pretty much grouped with the same cars. So 'NO' your 1275 Spridget will not be in the same group as an under 1 litre Spridget BUT it will not be running alongside a Lotus 23 either. While tires may play some role in de-



termining your actual class it will not be the only determining factor, nor the largest factor. PVGP will not ask you to revert back to drum brakes- in fact the new director of competition, Dick Barnes, will probably strangle you if he finds out that you changed. So saying he is old enough and been around long enough that the person who sent me an email stating he was running 8 inch slicks in 1964 on his Sprite and so since that was "race normal" back then it has to be now...will be told to go blow smoke somewhere else.

I have a link to the new entry form on my site along with the BeaverRun schedule. I also have a little more info on BeaverRun but more will follow soon. The entry form is a link to the PVGP site (their forms page) but it is the entry form for this year for both events and contains needed information. For more info on Schenley please contact Dick directly. I know he would like to see a lot of Spridgets at his event too; here is his contact <u>barnesrd41@comcast.net</u>. My web site is www.cloverleaf-auto.com.

Thanks





MGVR'S 30th





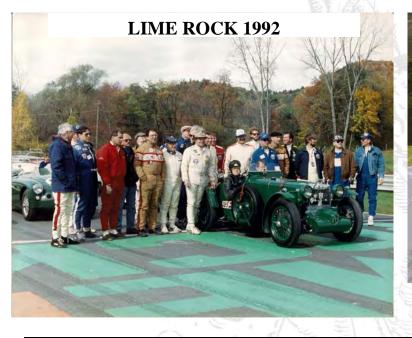
2011 Focus Event at Lime Rock Park



LIME ROCK DOUBLE THREE 1977



LIME ROCK 1992





For more information on our Focus Event at LRP, or for an entry, please contact MGVR Editor Chris Meyers @ editor@mgvr.org, or 860-490-5950. Clubs interested in participating in this event please contact Greg Prehodka *Our Valiant Vintage Steeds!*

Competition

2010 Focus Event Report MGVR with VARAC at Mosport

MGVR Focus Event 2010 with VARAC at Mosport -what a fantastic race weekend courtesy Mosport International, our friends at VARAC, and of course the MG Vintage Racers who participated in what amounted to a Mosport track time overdose. I chose not to run the Thursday track day-Manley Ford reported that he burned through 15 gallons of race fuel Thursday alone! Here's a quick report:

Thursday's track time included either full day, or half day test sessions, with many MGVRs taking the opportunity to familiarize themselves with Mosport. By 6 we gathered at MGVR Central to enjoy each other's company, a local dark beer on tap(courtesy Frank Mount), some interesting wines and loads of snacks and goodies courtesy of the gathered band of brothers. One small bit of news was announced at Thursday's gathering-next year's focus event is Labor Day weekend at Lime Rock Vintage Festival-mark your calendars!

Friday was the official opening of VARAC's Vintage Festival,



complete with 4 (FOUR) track sessions, including an All MG practice session. These sessions ran 20-25 minutes longplenty of track time by day's end. Following the All MG practice we gathered at Turn 10 for a group photo session with , and without drivers. The VARAC Wine and Pot Luck dinner provided the perfect end to a long day of vintage racing action. Saturday was qualifying and race action, with two track ses-



sions, followed by the 'just for fun' enduro for those who signed up. Race action was fast and furious, with many of our racers finally coming up to speed on this fast circuit. As someone mentioned in a recent post, Martin Walford had a misfortunate on-track encounter with some oil and a concrete wall-still, with Manley Ford's help and help/parts/tools loaned from several MGVRs he managed to make the enduro and finished a respectable 13th, followed by Manley Ford/Tom Baumgardner in 14th, Jeff/Jim Devine in 15th and David Smith/Larry Smith in 16th position. The Joisey Boys also ran the enduro, finishing somewhere around 25th position. Following the enduro we were treated to the always sumptuous VA-RAC banquet, with Burt Levy as feature speaker, followed by VARAC awards and MGVR hijinks, including awarding of the Tony Simms Challenge Trophy to Manley Ford, the Bill Parish Master of Speed Deception award to Storm Field, and the MGVR Spirit Award-the Big Copper Bucket" to David Holmes. Congratulations to all three for well-deserved recognition!

Sunday dawned bright and sunny after some significant rains that blew in Saturday night. Group racing action started at 9 am sharp, with all MGs running in Group B Small Bore, or Group C Large Bore. With 60+ cars in each group, there was plenty of race action and usually someone to dice with. Nick

Competition

Pratt and his screaming Midget was the MG to beat in Group B, while John Targett led the way in Group C. Following group races and track touring came the ALL MG race. To

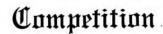


start the race, Canadian MGTC racer Tommy Hoan joined David Holmes in the ex-Tommy Hoan MGTC (now owned by David), followed by Roger Pratten in his 2003 MG TF 135. Roger is touring the US and Canada with Northants MG Owners Club and just happened to be in the neighborhood! 25 minutes after the green flag dropped we had another All MG race in the books, with Manley Ford winning the Tommy Hoan Trophy as first T series MG to cross the finish line. Martin Walford was second T Series, followed by Peter



Ross. First MGA and winner of the Van Worsdale Trophy was Mark Brandow, with Tom Baumgardner finishing second among MGAs, and David Good coming in third in his first race weekend! The winner of the combined Midget/MGB group was Nick Pratt, who pretty much put on a race clinic all weekend in his Midget. Nick took home the President's trophy as first Midget, the Al Pease Trophy as first MG overall, and the MG V-8 trophy as first MG overall. John Targett came in second, followed by Joe Lightfoot. Congratulations to all the trophy winners and all who participated in this year's Focus Event with VARAC at Mosport!

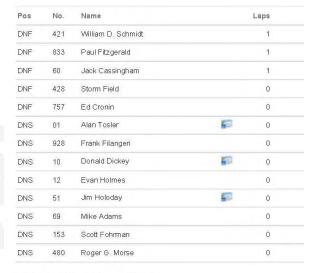






'All MG' Race Results

Pos	No.	Name		Laps
1	89	Nick Pratt	1	11
2	612	John Targett	47	11
3	169	Joe Lightfoot	F .	11
4	1	Jim Austof		11
5	391	Brian McKie	95 C	11
6	74	Richard Rzepkowski	10	11
7	62	Phil Cooper		11
8	776	Manley Ford	87.	11
9	6	Larry Smith	\$	11
10	168	Alan Costich	10	11
11	198	Richard Jefferson	180 M	11
12	363	Dan Wilson		11
13	106	Mark Brandon		11
14	881	Martin Walford	85	11
15	371	Ted Hershey	5	11
16	162	Chris Meyers		11
17	93	Ja son DiCesar	1	11
18	20	John Ruth		11
19	644	Jeff/Jim Devine	10	11
20	254	Tom Baumgardner	1	11
21	102	Basil (Butch) O'Conner		11
22	255	Peter Ross	F	11
23	104	Frank Mount		11
24	193	Dan DiCesar		11
25	37	Dave Good	N 1	10
26	63	William Slota		10
27	343	Bob Watkin		10
28	160	Steve Schultz	10	10
29	409	Dan Leonard		10
30	601	Richard Childs		9
31	691	Mike Adams	6	9
Not cla	ssified			
DNF	351	Jeffrey Renshaw		7
DNF	137	David Holmes		6



VARAC

COMMENT AND ANNOUNCEMENTS Announcements

14:06 Car 12: No Working Transponder. Not Timed.

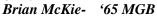




P. Vicary Photo



"The All MG race was my favorite event. With all the track time prior to the race, I felt well prepared, and probably had my best performance to date against some of the big boys ..."





"Martin and Don were "over the moon" about all the help they received after Martin found oil on the track and bumped the wall, damaging the rear of the TC. I know someone loaned them a couple of wheels and I know Manley Ford actually missed one of his races in order to help with repairs. I know several others helped, but I did not get all the names..." Dean Butler-owner, '49 TC

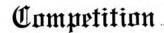
"I fear corner two now! " Alan Tosler- '64 MGB



"I wanted to take this opportunity to thank everyone who came up to Mosport to help make this one of our best Festival's ever. It was great to have so many MGs competing here. MG camaraderie was, as always, at it's best."

Joe Lightfoot- '65 MGB

Mosport 'in your words'





"My MGB raced here 40 years ago-so it was a homecoming of sorts for the old race car...my best dice was with Dan DiCesar's BGT and an early B roadster." John Ruth- '67 MGB Roadster



"My best dice? I was busy enough just staying out of trouble and everyone's way!" David Good- '59 MGA



2010 Focus Event Report Mosport 'in your words'



"...thank you to everyone who brought food and drink on Thursday and Friday. The Saturday banquet and the presentation by B.S. Levy where excellent." Jim Holody- '59 MGA Twin Cam



"Joe and I were in closely matched cars and I had great fun trying to keep up with him on Saturday and Sunday. Ultimately, Joe's track experience and car preparation prevailed. I made a point of learning as much as I could while following him..."

> Jim Austhof-**'65 MGB**



Competition



"...a fantastic experience and a phenomenal track. After participating in the track day at Summit and also at Mosport I really like track time on track days... I think I was on the track 11 sessions in total." Steve Schultz- '59 MGA



"My car broke the cam shaft late Friday afternoon and I left early Saturday morning. I never had a chance to come by and thank you (Joe Lightfoot) for letting me debut the #10 Huffaker MGB. The car ran the track like it was on rails right out of the box."

Donald Dickey- '63 MGB



"In the second race I made two tricky passes between 2 and 3 to get behind Frank Mount. My head gasket blew in the next race and I got passed by my old #37." David Holmes- '57 MGA



"Group B was ...many Loti, many Minis. The All MG Practice was fun." *Tom Baumgardner- '57 MGA*

It was great to see that car back on the track and terrific to get to know Don and Martin and their wives a bit. It was my pleasure to help get the car back in one piece. Many a fellow MGVR has skipped a session to help ME in my many hours of need and I truly enjoyed being able to lend a hand."

Manley Ford- '52 MGTD



Competition

"I raced in the endure only-had a two lap dice with an Alfa Romeo. The Pot Luck and Banquet were well organized-plenty of food and choices." Dave Smith- crew for '63 Midget



"...My best moment was the luckiest when the throttle stuck wide open in turn 10 and I missed the outside wall while spinning."

Mike "Lucky" Adams- ex Al Pease MGB



"...the faster drivers were tolerant and quite courteous. I hope our slower speed did not spoil their racing experience. I coined a phrase: 'If you see a Mini in the mirror, count them'. There will be more than one..." *Peter Ross- '49 TC*

"Mosport is a track that any driver would relish, a real challenge. Canada and Canadians were great. The venue and hospitality were superb...There was a large speed differential due to age spread of the cars. I found it an interesting challenge as you needed to be aware of the faster cars lapping you, as well as concentrating on the battle in front of you."

Martin Walford- '49 TC

Mosport 'in your words'

"I can't say that the bumps feel the same but that was a long time ago and I think there is less meat on the backside these days. Still, it sure was fun..." *Tommy Hoan*,



"It was unbelievable to see some of those TCs and TDs taking corners with their spoked rims flexing to the limit and passing more modern MGAs and MGBs. Good show!"

Jason DiCesar- MGA





"Everything about the food this weekend was great. That includes Vicki's impressive lunches and dinners. When she offered eggs and toast for breakfast one morning, I almost melted." *Larry Smith- '62 midget*

Competition



"The Focus Events are terrific. And the 'reserved' paddock space worked very well. I have been going to this event for years and the hospitality is always excellent." John Targett- '64 MGB



"My best dice was with Frank Filangeri during Friday and Saturday sessions. The all MG practice was much more fun than the Group B stuff." *Ed Cronin- '53 TD*



"...I settled into a methodical focus on honing in on the right race line and trying to take the corners differently to feel the best way to maintain momentum, when the rearview mirror filled with a white MGB GT. Well...I knew immediately who it was and Al (Costich) gave great chase, even pulling ahead for a short stretch. From then on it was a scramble. Alan really pushed hard that afternoon and the local Rochester fans saw some spirited racing between us."

Dick Rzepkowski- '71 Midget



"I was having a good time reeling in a few cars in 4 and 8 until my burning valves and overheating left me chatting with my new friends at Station 8. I found them so congenial in the previous session that I contrived to have engine failure just to say hello again..." Jim Warren- '57 MGA



"Even missing most of Sunday I put over 185 track miles on the car! That's way more than I usually seewould have been 200+ even without the last race group...a fabulous well planned, expertly executed event."

Frank Filangeri- '51 TD



"The most exciting moment for me was passing the red Lotus 11 on the outside of Turn 2 and holding him off until Turn 8 in our first Group B race. I then got around him again for a brief period at the same spot on the opening lap of race 3. Very satisfying!" *Nick Pratt- '65 MG Midget*



"The MG races are always the best races of the year. The social events were great; I enjoy seeing our great MG friends. As usual the focus event was outstanding...".

Dan Leonard, - '49 TC



Competition



MGVR Wine and Cheese Social

All photos by Vicki Leonard

Mosport 'in your words'

Competition



"Catching and passing another BGT was pretty neat seeing as how he seemed to be much quicker in previous years. (Or maybe I've become more comfortable on the Mosport track.)" *Alan Costich* "68 MGB GT

"The track was great and very challenging. it was fun trying to dice with the Mini's as well as pushing Jack Boxtrom in his Aston Martin until we got to a straight and then he was gone."

> Jack Cassingham '66 Midget





Meeting Tommy —by David Holmes

It all started when I sold my Number 37 Wiesen MGA racecar to Dave Good, the new guy from Palgrave. But I started to think that I might have made a big mistake when he easily passed me on the backstretch at Mosport during the Festival weekend. Dave became interested in racing from his friend Brian McKie, who drove a very fast 391 MGB. Brian hails from Grand Island and was a friend of Gary Dreyer who happened to own Tommy Hoan's 1949 MGTC. Unfortunately, Gary's passed on now.

Dave, Brian and I were at Toronto Motor Sports Race Track in Cayuga doing practice laps, and that's where I found out about Tommy's car being up for sale. I made a trip to Williamsville, New York with the Chief, my friend John Burgess, to see the car - and it was love at first sight. The car was in much better condition then I could have ever hoped for. I knew I just had to have it. I cut a deal with Mary Dryer and the car was mine. Now, I just had to get it across the border and home.

The instructions were to phone U.S. Customs 72 hours be-



fore bringing the car back into Canada. It was really frustrating - it took a long time to get someone from Customs on the phone; I ended up leaving a lot of messages on their answering machine. But finally, someone actually phoned me back. The next thing I had to do was to phone Mary and get her to send the necessary paperwork to them. After that, I phoned Customs and faxed them and phoned them again just to see if they received the papers Mary had sent them. They didn't get back to me and it was once again nearly impossible to get a live person on the phone.

John and I went back down to Williamsville a week before the Festival - we were hoping like crazy that Customs had the papers. But once we got there, I was totally elated to learn the papers were there, so I could actually bring my "baby" home. A big burly Customs guy came by with the title in hand and asked me to show him the car's ID num-



bers. I pointed them out to him and he just stared at them for 5 minutes or so and then said "you can't bring this out of the country, these numbers don't match".

I felt ill. He disappeared back into the building for ten minutes, finally came back out and asked me if the numbers were in the glove box. I told him that there was no glove box. Then he asked if they were around the doors. I said I don't think so but we looked anyway and no they weren't there. Then he said "how about under the hood?", and I said "I don't think so but I'll try anything". We lifted up the hood and he stuck his head in, humming a little to himself. Me- I just waited, hoping for the best. Finally, he said " got them". With that good news, we were ready to head for home.

I had been told that Tommy Hoan had been contacted about coming to the Festival that weekend, but that it might not happen because he wasn't feeling all that well. However, when he learned that his old TC was back in Canada, he said 'boy O boy' then nothing was going to keep him away. I was so pleased - what a gentleman Tommy is!! What a classy guy!! He spent the weekend with my son Evan, my friend Glen and myself as well as the rest of the gang. We all had such a great time together, hanging out and listening to all of his stories from all those years gone by. You know, it's real easy to see why Tommy was known as the "Giant Killer"

We were out front on the parade lap. It was only going to be one lap, but Tommy was having such a great time, that, what the heck, we did another. It was then that he told me how scary it could be going down the long steep hill into Watkins Glen. All the more, when you think back that these guys raced with no roll bar, sometimes no seat belts, no fuel cells - it took a whole lot of guts. Tommy Hoan's 1949 TC race car is now back in Canada for good. You know, up 'till now I never considered myself a lucky person, but I guess I am.





Storm Field is Awarded the Parish 'Master of Speed Deception' Award



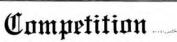


Manley Ford Wins the Coveted Tony Simms Trophy



David Holmes is Awarded the MGVR Spirit Award by Vote of His Peers





Focus Event Report....The One that Got Away

---by Roger Morse

Wednesday, June 6, 2010

Hi Chris,

I don't know if you heard, but my engine blew up in the last race Saturday a week and a half ago at the New Jersey Vintage Grand Prix at the New Jersey Motor Sports Park. It may even have been as impressive as what happened to your Twin Cam.

I was approaching the New Jersey Devil complex of curves when there was a big whomp, the bonnet buckled up, and an amazing amount of oil smoke poured out. The engine stopped immediately and I steered the car off the course a safe distance onto the grass. After checking to make sure there was no fire, I walked around the car and saw that the distributer was dangling from the coil wire. It had buckled the bonnet when it flew out. In my somewhat dazed state I figured that the distributer had been blown out by pressure in the engine and that if I put the distributer back in I could get going again. I think this is the ancient reptile brain most primitive form of red mist – simply an urge to go racing – the fore brain part of red mist (win at all costs) could only happen once the distributer was back in place. While I was putting it in, I noticed that there was enough light inside the block that I could clearly see the inside of the sump pan right down to the bubbles in the oil and screw heads. As I straightened up I said to my self, "that's not right, it should dark in there." At this point the flat bed had arrived and the corner workers shepherded me into the cab of the truck.

So we trailered the car and drove back to Poestenkill arriving at about 1 in the morning. I immediately sent out email pleas on the MGVR list to see if anybody had a spare engine I could buy. This produced several offers. Frank Mount offered to loan me his spare, and to help me put it in the car if I stopped by his place on the way to Mosport. This is now plan B as you will soon see.

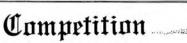
The number 3 rod had broken at about the mid point. It is not clear why. It could have been a spun bearing, or the rod could just have snapped. The flailing rod took out the right side of the block and oil pan, then punched the distributer out shearing the drive gears off the cam shaft, punched a, now smaller, hole in the left side of the block and finally broke the bottom of the #3 cylinder. The #3 piston was in the top of the cylinder and had chatter marks on the top of it from the valves hitting it as the engine wound down. This makes me think that probably the rod broke at the start of the down stroke and the piston never got pulled back down.

Sunday, my friends Bill Cook and Steve Wallbillig helped me tear down the engine to see how bad it was. The block, oil pan, cam shaft, and 2 connecting rods are toast. The rest looks to be useable. Surprisingly the crankshaft looks fine. Based on the carnage It would seem to be a good idea to replace all the rods. So the plan is to get another cam from Bob Grunau who had the last one ground, find a block and oil pan, replace the valves (just to be sure) and restore the beautiful wonderful engine that Bob Grunau built.

Now to Plan A. When I sending out emails in the middle of the night I also sent out emails to Edney and B&G in England to see if they had an engine they could sell me. Neither did, but Peter Edney said he had all the parts and could build me one in 14 days. He had five engines in his shop, but they were in no hurry. So he could put those aside and put his entire shop into build-ing me an engine. Unfortunately, he had only XPAG blocks and any self respecting MG T racer knows that an XPEG block from a 1955 TF is the hot set up. I also posted a plea for an XPEG block on the TABC list. XPEG blocks are just about as common as tits on a chicken, but wonder of wonders, one of the TABC listers had a spare XPEG block that had come from a car that had been eaten by termites in Hawaii. Bless the internet, the MGVR and TABC groups, and termites – I now had a plan A. The XPEG block was UPSed to Peter Edney arriving last Friday. As of Tuesday the block is at the machine shop being prepared. Peter has about three guys working on the engine, one on the carbs, one on the head, and one with general prep work.

Peter will build me an engine complete with starter, generator, clutch, etc., ready to slap on the transmission and bolt into the car. Before he sends it he will test run it on his test stand, and then install it in another race car and run it in for 100 miles on a rolling road (chassis dyno).

As you might imagine, all of this was pretty expensive. But I cannot think of a better use for a retirement account than unretiring



a broken race car. Besides, my kids will appreciate the company when I move in with them in my dotage.

So if this all works I will be at Mosport with a brand new shiny race engine, so watch out Manley, George and Frank, here I come – I bet that will keep them up late worrying. Well maybe not. At any rate, maybe they won't lap me by the 3rd lap.

My best, Roger

Friday, June 11, 2010

Hi all,

Peter Edney made good on his promise and my new engine has been tested, put in a car, run in on a dyno, and is on its way to me. According to Peter it is all set to go racing. It is supposed to arrive by 6:00 PM Monday. Tuesday it goes in the car. If all goes well I will be leaving Thursday for Mosport. All advice on properly running-in a new engine is gratefully accepted. If all does not go well, I will still be leaving for Mosport on Thursday and will be desperately looking for help and advice.

Chris Meyers told me I have the dubious distinction of winning the biggest hole in a block contest. Sigh!

Roger MG TC #480

Tuesday, June 15, 2010

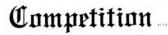
Hi all,

I just got off the phone with a very discouraged Peter Edney. My engine was impounded by English customs because the inspector had never seen velocity stacks on a carburetor and thought the engine might be a bomb. They even threatened Peter with a substantial fine for trying to ship what they have now termed "dangerous goods" (I suspect this might have happened because he may have been slightly less than respectful of the customs inspector). He is trying to get the engine back so that he can reship it. It may be that it has to go by ship.

Does anybody know a good shipping agent that may help out with this?

So it is on to Plan B, whatever that may be. I still plan to be at Mosport helping out in the paddock. Editor's note: Roger eventually arrived at Plan C –stay home and think about what might have been. This after dealing with an Exxon Valdez-like oil leak in his friend's MGA race car. Some things are not meant to be.





MGVR Race Report Photos A compilation of photo reports from our race journalists



"MGs at Thunderhill" by Jim Weissenborn





PVGP 2008 by Manley Ford

"Thunder in the Valley" Lime Rock Park Historics 2010 by Mark Sherman



"MGs at Thunderhill"– SCCA Style

by Michael Green





"Pass Merge Blur" West Coast Focus Event by Steve Simmons/Pete Thelander



"Seeing Double" Monterey Reunion 2010 by Scott Brown

Pittsburgh Vintage Grand Prix 2008

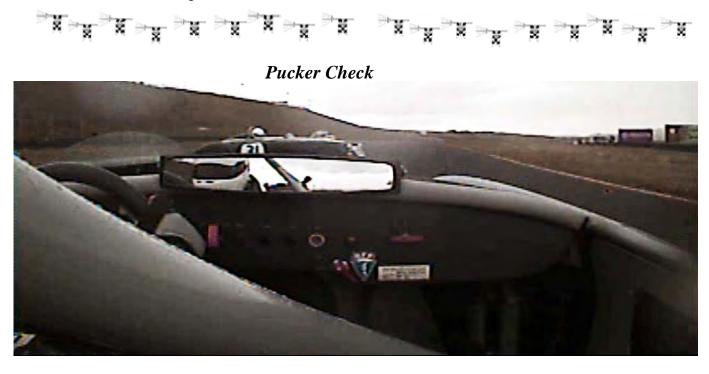


-by Manley Ford

Group 4 is the most competitive group at Schenley Park. Below is a report from the racer who wrote the book on how do drive Schenley.

Steve Konsin in the Lester qualified on the pole and Michael Oritt in his Elva Courier was gridded second with me third, but both parked their cars when the monsoon hit on the pace lap and the officials waved off the start and red-flagged it. We retired to the paddock and were called back down after the Group 5 race was over. There was still a light rain and a wet track. So without Steve and Michael, I was on pole, another Elva was second, Shaf was gridded third and somewhere back there was Mike Barstow. I maintained the lead flag to flag while Shafer (always close behind but not TOO close) came 2nd and Mike got to thunder through the field and claim 3rd. Another one-two-three finish for TDs in that group.

Afterward, I'd say the biggest grin of all was Mike's. I think that was the first time he'd actually ever finished a PVGP race. We'd had a miserable time the prior weekend in the first test-outing for the car at BeaveRun because a big-time short in his Lucas starter motor was killing the battery while the car was running, so it would eventually just sputter and die on the track ... it took us awhile to figure that out.



Understeer is when you hit the wall with the front of the car and oversteer is when you hit the wall with the rear of the car.

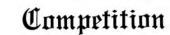
Horsepower is how fast you hit the wall, torque is how far you take the wall with you. —By Ralph Zbarsky



Bill Lepper's TD challenges Robert Poupard's MG Twin Cam at the Glen in 1960. Thanks to both Frank Mount and Dave Nicholas for setting the record straight with respect to this photo.

Photo and reason to set record straight courtesy of BARCBoys.com

VARA Race Report 2010



-by Don Cole

All things MG

From VARA's British Extravaganza at Buttonwillow Raceway, California. May 1 & 2. 2010.

For those of us who like to leave early to get their perceived "best spot" for ourselves and our friends, Mother Nature had a



monkey wrench at the ready. High winds and black ice closed both directions of Interstate 5, up through the mountains between Los Angeles and Bakersfield. Buttonwillow Raceway is located northwest of Bakersfield CA <u>http://</u> <u>www.buttonwillowraceway.com</u>. This event is an invitation for the owners of prewar race cars to participate. All the prewar cars are in a special run group, cluding Bentley, Morgan 3 wheeler, Alfa



Romeo and of course MG. MG #55 is a 1933 L2 model, owned by Ernie Page, who hails from Scotland. He recently purchased this car, traveled here to the States to participate in some events and plans on returning to Scotland shortly. MG #24 is a 1934 NE model, owned by Pete Thelander, from Westminster, CA. This car was built at the request of Nuvolari, but never raced by him due to sponsorship difficulties. Pete is also writing an extensive book on the history of this car. MG #99 is a 1934 NA model, owned by Michael Jacobson from Simi Valley, CA. I was surprised to see the tachometers had a red line zone from 5500 to 8000 rpm.

MGA #64, owned by Terry Baker from Orange County, CA. Terry is finally back on the race track. He has been absent for over a year due to a crash (no fault of his own) that crushed some vital body parts on the right side of the MGA . Good to see you back Terry.

MGB #26, owned by Paul Konkle from Santee. CA. Paul finally completed a full weekend of racing. Past events have resulted in DNF's

due to lost oil pressure. The problem was finally discovered as a problem with a faulty check valve in the Accusump. In the MG-Mini Challenge, Paul's MGB was the first MG across the finish line.

MG Midget #36, owned by Randy & Delores Wilson from Santa Barbara, CA. Randy drove in this event, having a very good result in the timed practice session but was unable to grid up for the flag race due to a problem with the clutch system.

MGBGT #110 owned by Don Cole from Camarillo, CA. Don finally







Competition

had two successful race weekends. Willow Springs April 10 & 11, although cold and windy the entire time, resulted in a first place finish in class. DNF's last year were the result of sheared off oil pump drive gear, 3 times grrrr. Discussions with cam grinder did not solve the problem. Finally, a phone call with Kent Prather and some key parts from his parts bin and the problem was rectified. Thank you, Mr. Prather. Three weeks later, Don netted a second place finish on May 1 & 2 at the British Extravaganza, in Buttonwillow



SVRA Savannah Races April 2010 -by Jerry Richards

Savannah was the first race event since I started Vintage racing that my wife Mary was unable to attend due to a local gardening exhibition. Mary is a big part of my racing so I was feeling uneasy for the weekend and missed having her help. On arrival at Roebling Road the first challenge of the weekend was to pay for camping and gas with cash as credit cards were not accepted at the track. At 3.5 miles to the gallon and \$9.00 a gallon the \$25.00 in my wallet wouldn't cover the camping let alone any gas. Where was Mary?

SVRA as always went out of their way to help out, a big thanks to Jack Woehrle and the wonderful ladies at registration for their help along with fellow competitors who offered assistance.

There were several MGVR members at the event. I had the chance to visit with Manley Ford, Lou Marchant and Steve Konsin while they were discussing how to get around the track. Then I spent time with Torsten Kunze who was running in a new motor in his MGB GT.

I needed to change the rear leaf springs on the car as one seemed to have gone soft while racing at Sebring three weeks earlier. The front brakes had boiled in the last three events so it was time to go back to brake pads I could rely on. I had been searching for additional stopping to get on terms with the fast Porsche's. Also at Sebring the plugs were not consistent in color so after 20 years and I'm not proud of it, it was time to strip down the 4 side draft Weber's and thoroughly clean them .

For the three days the weekend weather was glorious as promised by race director Carl Jensen at the drivers meeting, sunny

with a cooling breeze. First practice on Friday was reacquainting myself with the track. It had been 4 years since I raced there. The brakes needed bedding in so a fast time was not the objective in this session. Funny how it goes, I set a faster than expected time second on the timing sheet and was only a little faster later in the day.

The afternoon session went without incident and as always the top Porsche's along with the Ginetta of Doug Campbell were 4 seconds ahead. I ran the qualifying sessions on some 2007 stamped tires and knew once confident with the brakes I would be able to get closer to the lead group with the 2 year old tires I had for the race on Sunday. A good start to the weekend.

Maintenance prior to the event had paid off. Savannah is light on brakes and they were working well but I was still dubious and giving up time entering turn one. The recently replaced rear springs, by the way were from a \$200 MGB I bought for parts, felt good. The handling was back to under steer in the middle of the corner, power on and over steer off the corner which makes it fun to drive.

First session on Saturday was going great, but at the end of the front straight the throttle peddle went to the floor and didn't come back! The car slowed a little so I switched off the engine. My first thought was that the maintenance to the carbs might have caused sticking cable, I put my toe under the accelerator and the peddle came all the way back. Had the cable broken?

I rolled around the back of the track into the paddock through the back entrance and only had to push the car the last 100ft to the trailer.

On inspection the throttle linkage had gone over center and flipped to a position holding the revs to 3500 rpm. This ap-

peared to be a simple fix at first until I could see the various connecting components for the 4 carbs were bent. Once sorted and with a piece of wood for the accelerator peddle stop fitted, it was time for the qualifying race. Fourth place on the grid my plan was to keep this position for the race on Sunday. As I always say to Les Gonda who runs the other MGB GT V8 "I only go as fast as I need to"

Well the first lap didn't quite go to plan. I was behind Doug Campbell in the Ginetta very fast around the track but not quite so for the drag race to the first corner. I got pinned to the outside behind Doug, two Porsche's and a Datsun 240Z got past inside. After a couple of laps I worked my way back up to 4th at the finish. It looked like 4 was going to be on the cards for the final race as I was still 2 seconds adrift from the front runners.

Les Gonda called to see how it was going. We both agreed that beating the 914/6 of Kent Bain would not be possible and the Ginetta was probably not going to happen either. Les was racing his MGB GT V8 and doing really great at the VDCA VIR event and would finish 3rd with his personal best time behind an E Type and Pontiac GTO. Good job Les.

On Sunday for practice it was time to switch to the race tires since these are only 2 years old and would be an improvement although not a lot. Morning practice went without incident, so a bucket of water over the car and we were all set.

Over the lunch period I spoke with Doug Campbell's wife and I told her I hoped to finish 3rd as the Porsche of Jack Lewis who was running in the top 3 had packed up and gone home so this was a realistic goal. Well just like my wife Mary, she said no, you need to be going for first it's always possible. If the others have a problem, I said perhaps but that's not a good way to win.

On the grid behind the Ginetta again but had learned a lesson and would be more prepared at the start. The green flag dropped I ran up to the Ginetta was going to go to the middle but the Ginetta flinched that way so I switched and went down the inside figuring there would be room on the grass if it got tight.

Once past I tucked in behind Kent Bain in the Porsche and kept my eyes peeled for the red Ginetta as I knew by the time we were in turn one he would be pushing to get past under braking and it was not my intention to hold him up and let the Porsche get away. Well you can imagine my delight; sorry surprise to see the red # 88 914/6 Porsche of David Gussack had also got ahead of the Ginetta. Well right then the goal changed and would drive to keep the tires under the car and try to hold on for 2nd as I knew Kent Bain was a great driver

in a well prepared car.

At around lap 3 Doug was past the 914/6 and at about lap 4 was all over my ass towards the back part of the track so the plan to conserve the tires went out the window. We battled hard and as long as I didn't give up the inside in the corners I was going to be able to pull ahead down the front straight. If you know the track at Savannah you will be aware that the turn before the front straight turn 9 is very fast and the previous day over a cup of tea in the motor home Karen Perrin had reminded me that if you get off line coming of the corner don't fight it head for the grass on the outside and when it all gets back straight return to the track.

Well Doug Campbell might tell the story a little different but he got along side me in the middle of this turn and had passed me on the previous lap so I new I had to push a little harder the next time and its funny how this set me up for the final corner on the final lap.

So coming of this turn, 2 laps from the finish I went in a tick faster and the car stepped out well not just a little but so fare two thoughts came to mind. Head for the grass! Hm a little challenging when the headlights a pointing at the pit wall. A few off and on the throttle a hand full of steering a quick let go and grab the wheel again a shriek "Yes come on" and all the things I had experienced from my Saturday nights at the Roundy Round track racing stock cars had kept the car on the black stuff.

Seconds later once it was all gathered up. I thought I bet timing and scoring could read the numbers on the door.

I didn't realize at the time but that fleeting moment would set me up for the final corner and a moment I could not have anticipated.

Now fully confident in the brakes and having a good feel for the breakaway point of the tires, going into turn one for the final time I went just shy of the number 2 marker before braking I saw Kent had been braking a little sooner each time

"... margin of victory was .028 of a second. It couldn't have been any closer."

than earlier in the race and by the time we got to the back of the circuit Kent again was breaking earlier, the thought came to mind he is just cruising to the finish. Well at turn 6 with one more 180 degree bend and that final corner to go I drove in so deep I nearly ran in the back of Kent. A short sprint to the next turn and into the 180 degree bend we looked like we were in a drifting competition. I was on the bumper of the Porsche and we were both hanging the tail out and Doug in the red Ginetta was waiting for the chance to come up the inside.

If I could just keep the him behind me around the final corner

Competition

second place would be a great finish to the weekend.

At the final corner I'm guessing but we are doing about 110 mph let me know if that's a stretch of the imagination as I'm going by the gear.

From my previous venture at this point I knew I had to be smooth on the entry carry more speed in the middle so to get a run of the corner to stay ahead of the Ginetta. Well imagine my surprise as I'm in my own world driving the car through the seat of my pants knowing I need to alter the line from the previous lap, carry more speed and it hits me I'm going to run in the back of the metallic blue bumper of the car in front Kent Bain! I almost lifted but put the peddle to the metal well the wood block I fitted as a stop the day before, turned right pulled along side the guy I hopped to get on terms with some day It looked like this was going

to be that day and we drag raced to the finish line.

As we cooled down Kent came along side and waived I was almost horse by the time we got back the pits disappointed that Mary was not there. She would have been jumping up and down and second place would be fantastic. As we entered the pits I was shocked to be pointed into the first place position for the prize giving as I thought I had finished second.

I truly stuck to my statement "I only go as fast as I need to" the margin of victory was .028 of a second. It couldn't have been any closer.

A truly great finish to a great weekends racing and one I will remember and smile about for a long time.



More MGVR Photo Race Reports



2010 Wild Hare Run with VDCA



Look who I ran into on the way home, stuck in traffic on the PA turnpike. *Mark Sherman*



Frank Mount at Mosport in his Chevy V-8 powered MGA Twin Cam chassis.





SVRA Savannah 2010, a Small Bore Story

By Manley Ford (and others)

The SVRA event at Roebling Road April 9-11 featured the first of four Small Bore Enduro races sponsored by <u>Classic</u> <u>Motorsports</u>. Those who attended were greeted by great hospitality, perfect weather and lots of available track time.

MG entries included Steve Konsin (MGTD); Lou Marchant (MGA), Torsten Kunze (MGBGT), Bill and Todd Treffert (both in MGAs), Charles Guest (Midget), Ron Novrit (Midget), and Jerry Richards (MGBGTV8).

Steve Konsin's Savannah recollections:

The Spring Race at Savannah was my first at that track and the first of the small bore challenge race or the series. Manley Ford came down to co-drive and help wrench and convinced Lou Marchant to tow all the way from Texas to participate and Torsten Kunze (from Charleston) to finish up the engine installation on his MGB a week before the race so he could participate.

The event and weather were just terrific. The track was challenging, and it took me most of the weekend to get comfortable with all its twists and turns and to get within a second of Mr. Ford's best lap time of 1:31. We almost cranked out an 80 mph lap missing it by less than a second.

Once I learned the track, it was 4th gear the entire 2.02 miles and very little braking...what a blast and a lesson in learning how to drive and steer with the throttle. The TD ran great all weekend.

The Small-bore enduro was the highlight of the weekend. The TD finished 9th and Lou's car finished 4th. The race was handicapped, and had I not gotten behind the pace car on a double yellow I think we would have placed in the top 5 along with Lou.

Manley- Handicap worked this way: Slower cars were assigned shorter pit stops and faster cars had longer ones, such that theoretically all would finish in a dead heat – this went out the window with the full course yellow and pace car coming out to allow a major oil drop to be cleaned up. Steve was also handicapped by my driving the first half of the enduro in Lou's MGA and the second half in Steve's TD. I should have passed two slower cars on the last lap,

giving Steve a 7th overall. Great fun nonetheless; overall the first issue of CM's Small Bore Enduro was a success with Alfa-MG-Porsche sharing the podium and Charles Guest's second-place Midget registering a blazing fastest lap in the race of 1:23

We also participated in a 200 mile enduro that featured a LeMans start. What a hoot! I did not know Manley could *run* that fast. I started and Manley had to run across the track and grab my flag before I could start the motor and pull out... I missed leading the race by a few cars and had I had a little more experience I would have been out first.

Manley-Had I given the faux-LeMans start a bit more thought, I'd have <u>walked</u> across the track! But at least we provided an incongruous photo op with the TD up there with all the Porsches and the Brabham of SVRA boss-man Peter McLaughlin barreling into turn one.

We had a left front Hoosier tire go flat on lap and without a spare, had to pull into the paddock for a full set of Dunlops.

Manley-Jack Woehrle was incredulous that we wouldn't



Part of Group 1-3-4 qualifying race grid. Lou Marchant's distinctive MGA with shade provided by daughter Julia. Along side is Lou's new friend Duke in his FV who would follow Lou to a CVAR event the following weekend at Hallett. At the end of the line is a very excited Ron Novrit in his first real race.



Competition

just put one Dunlop on and soldier on, but I had my suspicions about the reason for the Hoosier failure, which were confirmed. We opted to put the four mounted Dunlops on the car while SASCO not only fixed the flat but also dismounted and checked all the other Hoosiers for the damn internal stickers, removed them, inspected the tubes and remounted them – at no charge! All this while the race is going on! Steve puts a bit more fuel in the car and goes out on the Dunlops for some more fun. When SASCO's work is done, I signal Steve to come in for his second stop, and with Lou Marchant's help tossing me tires, we did a fourtire stop to put the repaired and checked Hoosiers back on... just like NASCAR, but it took about 3 minutes! The very serious three-car Porsche team next to us, through whose staked out area I had to drag our jack and all the tires, was not amused.

Manley claims at one point in the race we changed more tires than laps. At the end of the race we completed 36 of the 100 laps and finished with honor and points towards the booty at the end of the season.

Savannah would no doubt be a terrific site for an MGVR focus event and I hope every one considers entering the small bore challenge this year. Lou, Torsten, Manley and I had a blast to say the least...

Torsten Kunze on SVRA at Savannah:

Attending the SVRA event at Savannah was a very last minute decision for the #74 MGB GT. Originally, I was



Steve Konsin on the grid in his MGTD. Up front is Todd Treffert in the white MGA with Bill, no doubt, alongside in "Bubba".

registered for participating in the VDCA Wild Hare run at VIR but time constraints and some technical challenges had to be overcome during the two weeks leading up to the April weekend. To make a long story short, as the date closed in it made much more sense for me to attend the Roebling Road event which is practically in my back yard. A big thanks to VDCA for being so supportive by allowing me to pull my entry only a few days prior to the weekend.

A recap of the long story goes as follows:

I started rocker/panel replacement work on my car in January - many MGB owners can sympathize that one thing leads to another and before you know it countless hours have to be invested. In addition, I was preparing for breaking in my long awaited ACME Speed Shop raceprepared engine and was planning on using this event to work out all the anticipated and not-so-anticipated gremlins. I took a week's worth of vacation leading up to race otherwise I would not have had a chance of getting the car back in running condition. A concern I had about both front fenders being clad in primer grey was erased by SVRA making a last minute concession. Some sarcastic voices (names withheld) commented that it was hardly noticeable given the regular appearance of "The Thing". :-)

The racing: As mentioned earlier my primary objective was to properly break in the engine. Throughout the weekend I found myself fighting carbs that were running too lean and a mysterious issue that reared its ugly head exiting turn one every time I pushed her close to the limit. Unfortunately, I was unable to resolve these issues and found myself driving the car at 90% and lifting at 5,500 RPM. I was excited about the Small Bore Enduro. With all the excitement and promise of a close race I pushed the car a little bit harder over the first three laps only to find myself confronted with the very same technical issues. I decided to take an early pit stop and while resting my gear for the race- -directorimposed 7+ minutes made up my mind about driving the remaining 22 laps more conservatively. The new tactic also held the promise of being able to finish on a single load of fuel. Well, my hopes for finishing in the first half of the field were thwarted after finding myself stuck behind the pace car for 2 or 3 laps while many other drivers took advantage of completing their mandatory pit stop. Regardless, the Enduro was great fun under perfect conditions.

Ron Novrit's First Rookie Race at Savannah

Savannah was the my first race ever. It was also the first time that I ever drove my 1967 MG Midget. My racing od-



yssey started with my 60th birthday last October when I decided to finally take the plunge and try racing. I started by going to the 3 day Skip Barber School in Lime Rock. As a life long MG owner I knew that I wanted to race an MG. In November I bought my Midget from Southend British Cars in Danville, Virginia. They had raced it previously with SVRA. Over the winter I had them go through the entire car to get it race ready for the 2010 season. I cannot say enough good things about the job that Jim and Mike Allen did in refurbishing my Midget.

My wife and I left New Jersey on Monday to pick up the car in Danville and headed for Savannah. I was scheduled for the SVRA class and orientation on Thursday. In the class I met 4 drivers from the New Jersey, New York area. One driver racing a Lola only lives about a mile away from me. Small world.

Peter Krause taught the class which alternated from class room to track sessions. It was a good experience taking the class material and trying it out immediately on the track. At the end of the day we walked the track with Peter Krause and discussed brake and turning points etc. The best part was that on Friday as we were running our qualifying sessions, those discussions echoed in my head and were helpful in learning to drive an accurate race line.

Friday we had qualifying sessions and in the late afternoon there was a 200 mile enduro scheduled. As I was not scheduled for that event, we left to tour Old Savannah which is not far from Roebling Road Raceway. It is a beautiful old city designed about 300 years ago; there is a lot to see. It also has numerous restaurants and shops to visit. I wish that we had a few more days to explore the area.

Saturday morning we had more qualifying sessions. Our group 1 cars were slotted in with Group 2 and 3. As a rookie I thought that this worked out well in that it gave me a lot of experience working with cars coming around me in a number of different situations. I had the most fun battling a Formula Vee car for most of the session. My average lap time also increased each time that I went out on the track. I attribute that to putting into practice what we learned in class.

Finally on Saturday afternoon we had the Group 1 qualifying race. That was going to be my big event for the weekend as we had to leave for home right after the race. I would like to say that I took off from the start and won the race. Unfortunately that did not happen. I got a poor jump on the green flag and coming into the first turn I was stuck behind a slower car. By the time I worked my way around him the rest of the pack was too far ahead to catch. I gave it my best shot and my final lap was also my fastest lap of the week.

Roebling Road turned out to be a great first race experience for me. The track itself is in great condition. The event is low key. SVRA runs a well oiled machine. I also met many people that I had fun racing with, and who helped show a rookie the ropes. As we were leaving the track, my wife told me that she was planning on our racing here next year. We both had a blast.

The End





Monterey Motorsports Reunion 2010

The Monterey Motorsports Reunion (new name) was lots of fun. Scott Brown, Ed Lamantia, Jim Philion (MGA Twin Cam) and Shawn Deluna (MGA) all finished and did well in the 40 plus car field in their group. We had fun chasing the RS61 and 550 Porsches around and waving the fast ones by. In my group. Sir Sterling lost it on the first lap of our practice in his very expensive new RS61 coming out of the corkscrew and tangled with a Lotus eleven-both cars suffered extensive damage-early morning fog and rain made early runs trick. John Morton in the Collier collection Scarab got hit at the beginning of the race and cart wheeled 3 times, broke in half and destroyed the car. John was shaken up but is ok. With 620 cars and some huge egos there was plenty of red mist to go around...—Jim Weissenborn

MGVR Standard Excuse <u>#16</u> For Not Attending Focus Event "I forgot what day it was"



VDCA's Winter Games in Atlanta

-By Bob Spruck - MotorMouth/south

lanta. February 20-21, is right in the middle of winter, and, was happy with the results. Thanks, Ray – great job! yes, the South does have a winter season. The Atlanta area There is almost always a story good enough to be repeated had overnight temperatures in the teens and twenties with at every race weekend. The best one I've heard in a long event. We even had an unheard of four inches of snow that Dennis lives in Puerto Rico where there isn't much vintage too did it dodge the winter storms for this event, its very and Midget gang. He made complicated plans to fly to Atnight? Daytime temperatures during the two days of the his week by entering the VDCA event. Who would have perfect racing weather. Certainly, no one was complaining. of an unheard of 6 inches of snow at the track? Either be hard to explain at work on Monday to those who got Barber's magnanimousness, Dennis was flown out to Latheir racing fix from a couch in front of a TV instead of guna Seca to attend the Barber school there, then flown from the great outdoors.

Not only was this event the club's first time at this spec-



Stan Heath's well used but good looking '59 MGA

tacular racing venue, but it was also the start of VDCA's tenth season of vintage racing. It seems like only yesterday that a few of us were specially invited to a trial balloon at Roebling Road Raceway near Savannah, GA in 1999 to see if there was enough interest in a new kind of vintage racing group. There was, and here we are. Let's just hope that the success of this event leads to another race weekend at this fabulous track next year, maybe even a little further into the year when we might be assured of warmer weather rather buddy Jerry Peters opened their shop across from the track

While most of the world was watching the Winter Ray Morgan, with the help of many motivated and industri-Olympic Games in British Columbia, the Vintage Driver's ous members and friends, was able to convince the Road Club of America held its own winter games at Road At- Atlanta folks to give us a chance. It seemed like everyone

Competition

highs in the thirties during the three weeks prior to the time involves Dennis Gonzalez, new to vintage racing. lasted two whole days. Just as VDCA dodged the hurricane racing going on. His car is a new-to-him 1966 Austin bullet at its Hurricane in Savannah event in September, so Healey Sprite that fits right in with VDCA's Group 1 Sprite first race weekend at the famous Road Atlanta. Sure, over- lanta, take the Skip Barber School at Road Atlanta in the night lows may have been in the thirties, but who races at Sprite, get his vintage driver's license, and then continue event were in the high fifties and low sixties, just about thunk that the School would have to be cancelled because Some people even had decent enough sunburns that would through Dennis's superior powers of persuasion or Skip back to Atlanta to make the race with his newly earned ticket to fun. He made all the practice and race sessions as well as the Enduro. No trophies yet, just a race license and a big grin. Priceless! What could have been a big loss of time and money, not to mention opportunity, turned out to be a wonderful and heart warming story.

Even though this was a two day race weekend, Friday was available for registration, paddock set-up, and tech inspection, but most importantly, it was another opportunity for a party. Vintage racer Fred Burke and his Porsche-phile



Stirling Heath continues to improve in his '71 MGB GT

than trusting to the good luck we experienced this year. for a pizza party. In addition to plenty of pizza, salad, and



Father/son Harold and Kurt Gauthier shared the driving of their '71 Midget

drinks, Fred displayed his Cooper Climax powered Turner and the Ferrari V-12 powered Cooper-Monaco he would be racing this weekend. Jerry displayed his collection of Porsches, from early models to contemporary race cars and street cars.

VDCA continued its symbiotic relationship with the BMWCCA by sharing track time and expenses with the Peachtree Chapter. A Porsche Driver Education class also joined in on the fun. Spectators saw quite a combination of vintage cars and contemporary BMW racers, as well as an eclectic mix of cars in the Porsche group. The usual nine vintage race groups were combined into three groups so that everybody would get a satisfying amount of time on the track. VDCA members got two 30 minute practice sessions and a one hour endurance race on Saturday and a twenty five minute practice and thirty minute race on Sunday. Our BMW Buddies and the Porsche People, likewise, Meis in his 1GP 1967 Honda S800. Jack Cassingham in his of the weekend, the feature races on Sunday afternoon.

dinner and festivities at the Dick Barbour Racing shops always beautiful Lester MG, and Andy Russell in his Tenries about Road Atlanta and the racing that took place and fourth overall. there. Ed was also the moderator of a pleasantly long and

Competition

volved with, or spectated at. It was truly amazing to listen to his anecdotes and reminiscences of his life in racing and his first hand stories about Paul Newman, Jo Sieffert, Steve McQueen, and many of our other heroes.

Race Group 1 was composed of the smaller displacement production cars, sports racers and the numerous and ubiquitous Formula Vees from Groups 1, 4, and 9. Most of the racing took place mid-pack and beyond as the same four cars paraded around at the front. Glenn Stephens in his Class 4FM 1956 Lotus XI ran first and steadily decreased his lap times in every session. Rob Stewart in his 1FP 1967 Spitfire did the same in second place. Likewise for Doug



Carl George's shiny and fast '60 MGA

got plenty of track time. After a very uncharacteristically 1FP MG Midget came forward when it counted and passed beautiful Saturday full of practice sessions, qualifying Mike Jackson in his 1969 Shadowfax FV at the start before races, and Enduros, everyone was ready for the high point Mike could work up a head of steam. Finishing order was Stephens, Stewart, Meis, Cassingham, and Jackson.

But Saturday wasn't over yet! World famous racer and rac- Only three MG were assigned spots in Race Group 1 - Jacking entrepreneur Dick Barbour hosted the Saturday evening Cassingham's always fast 1966(?) Midget, Steve Konsin's adjacent to the track. A sumptuous Mexican dinner was nessee orange Midget. Jack had the best day of the MGs in provided as well as appropriate liquids of all kinds. Ed this group attributable to his early pass of Jackson's FV. Conway, the Road Atlanta track announcer for the past 40 But he still couldn't decrease the lead the other small bore something years provided some interesting history and sto- cars had gotten, finishing a respectable second in Class FP

Race Group 2 included Groups 2, 5, and 7, for 1600cc entertaining question and answer session in which Dick Formula Fords and sports racers. Since a few cars didn't told us some interesting stories and anecdotes from his rac- make the race grid, it was all FFs. But at least we got to see ing career. He co-drove with and competed against some of Tom Mittler's 1963 2.0L Porsche 904 GTS practice. the biggest names of the era and after he became a team Gordon King also had the ex-Dave Bondon Royale RP4 out owner, many of them raced for him. Virtually every inch of to stretch its legs a bit. Dave Handy, Jeff Horne, Cecil available wall space in the shop, the halls, and the offices is Boyd, and Gary Diver started and finished in that order, covered with posters from the races Dick drove in, was in- with a few passes thrown in for excitement during the 10



Rick Morrison's '72 MGB

lap race.

Race Group 3 included a rather eclectic 32 car collection of just about everything else, mostly larger displacement production cars from Groups 3, 6, and 8. The only American car in this large group was a 1966 Ford Mustang notchback driven to first place in everything he raced in except the Enduro (he was second there) by Tim Holland. Ray Morgan lost some transmission gears on Saturday, but came back on Sunday with a full set in his 1965 Merlyn MK6 to start third and finish second, ahead of a couple of Porsche 911s driven by Warren Greene and Sid Collins. Fred Burke had that awesome Cooper Monaco/Ferrari clicking on all 12 cylinders to earn a solid fifth. Some of the other neat cars in the Group were Richard Schnabel's Volvo P1800, Najeeb Khan and Gary Hagopian's E-Type Jaguars, Gary Dillow's Elan+2 and Bob Desloge's Europa from Lotus, and Piet van Rossum's Mercedes 230 SL.

Race Group 3 MGs were mostly outgunned by the significantly faster cars in this group, like the winning Mustang, the Merlyn, Porsches, and the V12 Ferrari powered Cooper Monaco. But the rationale of racing says that it wasn't about winning, but about racing, and our MG boys were satisfied with that. Each of the MG drivers managed to improve their times in each of the sessions. Carl George in his gleaming black MGA managed a very good 1:54.2 for second place in 3FP and Rick Morrison in 3EP managed a second place with a 1:59.1 for his best. Father /son team Stan and Sterling Heath raced together pretty much all weekend in their MGA and MGBGT, respectively.

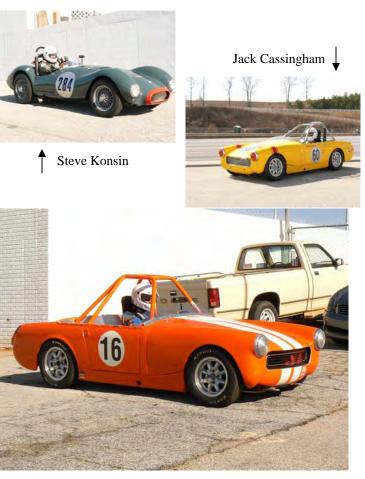
Then there was the hour long Endurance Race. One of the greatest features of VDCA events is the all-comers Enduro included in the entry fee. Forty-eight racers decided to wear themselves and their co-drivers out by having an hour's worth of fun and 32 laps of excitement on the 2.54 miles and 12 turns of Road Atlanta. Dave Handy, in his Lola T200FF led the first 17 laps and then pitted. All the rest of the top leaders followed his lead off the track and

Competition

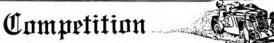
pitted one lap later. Dave's shadow, Tim Holland in the Mustang, resumed his position after the break and they finished in that order. Sid Collins started his Porsche 911 in seventh spot, dropped back a little, but then pitted early at lap 12. He must have filled his tank with some go juice as he quickly worked his way up to third where he finished. Glenn Stephens, in the bright red Lotus XI took a little different strategy but it worked well for him. Starting tenth, he ran between eighth and eleventh until he started a steady climb to first while the previous leaders pitted and then tried to climb back into the lead. Glenn pitted late and came out in fifth where he finished a satisfying drive.

Five of the nine MGs contested the Enduro. Stan and Stirl each won second in their Class and Rick was third in his. Everybody else got lots of practice.

Some of the vintage racers took a chance on the weather and came out to Road Atlanta because this was their first time at the track. For many others who have been racing with VDCA for the last ten years, this was the first opportunity to combine their favorite track with their favorite race group. For all of us, it was our favorite kind of weather and the best way to spend a weekend with our friends doing what we like to do most- VINTAGE RACE!



Andy Russell's immaculate '72 Midget



2010 Collier Cup Race at Watkins Glen

-by Chris Meyers

This year's US Vintage Grand Prix and 26th Running of SVRA's Collier Cup All-MG Race (September 9-12) found 33 MG vintage racers and families enjoying the kind of weather this event is famous for –warm sunny weather bracketed by cool, damp Fall weather where Winter gear had its advantages. Usually run on Sunday, this year's Collier Cup race was scheduled for last race Saturday. This turned out to be fortuitous as a sunny, mild Saturday was bracketed by damp, chilly Friday and equally dismal Sunday morning.

For those not familiar with this event, SVRA, Watkins Glen International Raceway and the town of Watkins Glen conspire once a year to rediscover the roots of post War American road racing by staging four days of road race activities at the Glen along with a celebration geared to recollect the early days of the Watkins Glen Grand Prix when the race was run on public roads in and around the town of Watkins Glen. Road race history is brought to life through reenactments such as vintage race car inspections at Smalley's Garage in town, the place where the likes of Miles Collier, Briggs Cunningham and Bob Bucher brought their cars 'in the day' to have them cleared for competition. Upwards of 30,000 screaming fans line the streets of a closed off downtown Friday afternoon as 100+ vintage race cars line Franklin Street in preparation for laps of the old road course before heading back to the track. Then there is the International Motor Racing Re-



Les Gonda, 2010 Collier Cup winner as chosen by his fellow MG vintage racers

search Center, Seneca Lodge, Watkins Glen Walk of Fame...the list goes on.

The US Vintage Grand Prix is all about exciting wheel-to-



2010 Collier Cup Race Winners

wheel racing and this year was no exception. 25 MGs took the green flag for the Collier Cup. This year's overall winner was Charles Guest in his screaming fast Midget, followed by John Targett in his MGB, and Harry Gentry in his Midget. Other winners included Mike Barstow (Jack Archibald T Cup for first production T Series), Todd Treffert (Bucher/Decker Trophy for first MGA) and Charles Guest, who won the Denver Cornett, Jr. Trophy for first MG, and Wil-

liam Glanville Cup for first Midget . This year's Collier Cup winner was Les

Gonda, as selected by vote of participating MG vintage racers.

A Safety Fast job well done to all MGs who participated in this year's 26 SVRA Collier Cup race!





Northeast American Sports Car Races, 1950 - 1959

Authored by Terry O'Neill

This book has just recently been released. Very comprehensive book. 432 pages, about 10 inches by 10 inches, hard cover. 475 photos, 104 of them in color. The layout is logical, taking each year covered and then treating the races chronologically. Lots or race results, very complete with the names of the drivers, and the car they were driving. Course layouts. Copies of some program and promotional materials. From airport races to race tracks which are now gone like Vineland, NJ, to tracks like Lime Rock which are still here. Available through Amazon.com books for \$126.

They Started in MGs - Profiles of Sports Car Racers of the 1950s

Authored by noted automotive author Carl Goodwin

A wave of drivers first competed on the tracks in MG T's and MGA's during the 1950's, and then worked themselves up to bigger and faster cars. Phil Hill, John Fitch, Carroll Shelby, etc. plus lesser known racers. This book profiles those racers with vivid stories which presents many of their recollections from firsthand interviews along side a wealth of period photographs. Soft cover. 250 photos. Not yet published. Forward by John Fitch. Available Spring/Summer 2011. McFarland Publishing. <u>http://www.mcfarlandpub.com/book-2.php?id=978-0-7864-6052-6</u> You may preorder. \$35.

How They Ran - J1s and J2s in Competition

by Mike Hawke

Mike is a MMM MG researcher. This book takes each J1 and J2, chassis number by chassis number, and documents each car's competition history. The main use of these cars were in various trials and rallies in England, but also wheel-to -wheel competition. 168 pages, softbound. 22 pounds, airmail, England. The best way to get the book is directly from Mike Hawke at 117 Upper Westford, Bradford-on-Avon, Wilts. BA15 2DN, England

Practical MGTD Maintenance, Update & Innovation

By Jonathan Goddard

An interesting new TD book has been published here in the UK – "Practical M.G. TD, Maintenance, Update & Innovation" by Jonathan Goddard. Publisher is the MG Car Club, T-Register. This is a 92 page soft cover, smallish book and sells for £9.95 here in the UK. The book is a compilation of a zillion tricks and tips for TD owners – lots of interesting and useful "school of hard knocks" tips. The orientation is road use, not racing. This is a darn good book – a must for TD owners.

MGVR Member: E. Dean Butler

Thanks to Greg Prehodka for compiling this list.







Autovino--Victory Lane Magazine Jim Weissenborn's Twin Cam a featured work of art.





I'm making some progress on the Sebring cars, just trying to finish off a few other projects before I pour on the coals

I have spoken to the guys who were at BMC USA back in the day, and the Kilpatrick car was actually built by Mike Barratt's boys in BMC USA Comps, so I consider that a true Comps car. As you know it was used in 1967 as a driver familiarity car for Hopkirk and Hedges at Sebring, entered in 1969 as a spare, and ran 1970 by Bob.

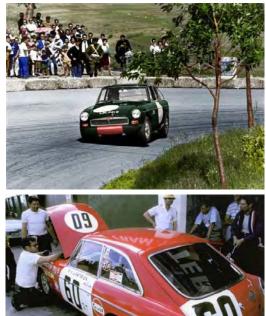
The BMC UK Comps car, LBL591E, ran Sebring 67, 68 and 69, and Targa Florio 68. I have recently removed everything off the car, and getting ready to attack it with gusto. *-Ralph Zbarsky*











Holmes Does It Again!

David Holmes, a man of few words, allows his MGA to do the talking on-track. Once again he won his VARAC class in 2010, finishing first in Vintage Group D.

Congratulations and good luck in 2011!



More Neat Stuff View Archive Movies of Sports Car Racing in Western New York

This 27 minute film of sports car racing in Western NY is from *1963*. It includes racing at Watkins Glen NY. Most interesting! To view it, go to the web site: <u>http://vimeo.com/4139756</u>.

Thanks to Greg Prehodka for this link.



SUBSCRIBER PROFILE-Chris Nowlan



My first car was a '53 TD which I bought in 1968. As a neighbor of Jerry Goguen's, I became his first employee a few weeks later. I restored the TD while in high school but sold it a year later to finance the purchase of my first TC which I restored over the next few years. I won Premier Class with my Marshall blown TC at the NEMGTR June '73 GoF where I also came in second behind Dave Raymond in the Hillclimb event. Dave rolled his TF on his last run as we were both trying way too hard to beat each other. I threw a rod through the block the next day on what had been a very nicely rebuilt "1500" engine. I competed in numerous NEMGTR "Safety Fast Days" at Lime Rock with my daily driver TF 1500 but pretty much gave up racing for many years after seeing Dave Houser roll his TD in about '74. I realized that I could easily get caught up in the competition and drive myself over the edge.



30 years later and with a bit more maturity, I felt I was ready to try again and restored my L2 with the idea of vintage racing. Since completing the 7 year restoration in 2004, I showed the car at a number of east & west coast events before undertaking VSCCA prescribed mods. The L2 is fitted with a period Marshall supercharger as designed for L&K types. The engine is built to full K3 specs but enlarged from 1087 to 1408cc's. The engine is coupled to an ENV type 75 preselector gearbox with K3 close ratio gearset. The car is amazingly quick and a joy to drive with approx. 140 hp on tap. I've entered the car in a couple of VSCCA events at Lime Rock and the VSCCA Wellesley



hill climb for the past 3 years. I enjoy the camaraderie of prewar racing but no longer get hung up on trying to win races...Maturity has it's rewards!

I spent 30 years on the west coast as the product development manager for Moss Motors before returning to my New England family roots in 2005. I'm now semiretired but have business interests in the classic car industry that keeps me out of trouble. I still have my trusty TC, a very original '33 MG J2 and a '26 Bullnose MG. Laurie, my wife of 30+ years and I live with our way too spoiled dog, Dickens in Amherst New Hampshire.









SAFETY FAST NEWS The Last Sebring MGA Reunion



The last MGA factory team raced at Sebring in March 1962. March 2012 will see the 50th anniversary of this milestone in MGA history. We plan to celebrate it by assembling surviving Sebring MGAs and their drivers at the Sebring track for a "Last Sebring MGA Reunion".

Those who attended the Sebring MGA Reunion in 2007 will remember what a great time we had. The Sebring MGAs were displayed with other famous Sebring cars in the VIP tent, we paraded through Sebring town, had a memorable dinner with drivers Jack Van Driel and Gus Ehrman, did laps on the track before the Saturday races, and had a spectacular dawn photo shoot by the track bridge. In addition we had a bumper crop of MGVR folks attending, and racing. We plan to recreate all of the above in 2012, and hope to assemble all surviving Sebring MGAs including those from abroad, and those discovered since 2007.

In addition, we are hoping that we can tie in to the Amelia Island Concours the previous weekend in some way, enhancing the trip for those who travel a long way and who may wish to extend their trip to include both events.

We also plan to invite all Sebring MGs, the privateer TCs and TDs that paved the way for the factory MGAs, and the Sebring MGBs to whom the torch was passed. Dave Harrison

(davidmharrison2003@yahoo.com)and Bob Watkin (robertwatkin@comcast.net) are organizing the event and are providing this heads-up, so mark up your 2012 calendars for "The Last Sebring MGA Reunion".



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Gone but Not Forgotten







Put-in-Bay Road Races Reunion Expands 'On-Track' Activities for 2011 Event – June 27-29 Schedule includes Speed Trials and Vintage Race 'Dry Run'

April 4, 2011 — The Put-in-Bay Road Races Reunion – an event that turns back time to the early days of U.S. road racing like no other – has announced its plans for this year's event: June 27-29, 2011 on historic South Bass Island a few miles offshore in Lake Erie near Port Clinton, Ohio.

New and expanded for 2011 are:

- A one-car-at-a-time, speed trial event at Put-in-Bay airport on Monday afternoon June 27 open to all event entrants (seat belts and helmet required)
- Pace-car controlled tours and test runs of a full road course to be set up on the runway and taxiways of the Put-in-Bay airport on Tuesday June 28 (intended to demonstrate the feasibility of holding real vintage races at the PIBRRR in 2012 -- tentatively June 25-27).

In addition, this quirky but highly alluring event continues to offer what attendees of the 2009 and 2010 PIB reunions say they liked most about the event and why many say they plan to return:

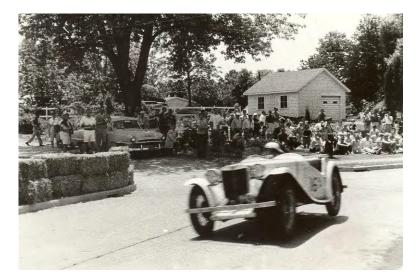
- The opportunity to converse with and hear the stories of -- people who "were there," racing on the public roads of this idyllic island "back in the day" through informal chats, "open mic" events and panel discussions
- Driving the original course and experiencing some of what it was really like to race at one of the most challenging sports car racing venues in existence in the early days of U.S. post-war sports car racing
- Having all sorts of sports car fun including an informal rally, a popular-vote car show and many other things to enjoy, all at a relaxed pace at picturesque, historic, addictive Put-in-Bay, an island enclave that hasn't changed all that much since the 1950s
- Being part of the beginning of what the organizers are striving to help it become, i.e. an annual vintage sports car event not only celebrating what took place in the past, but re-creating the past by bringing sports car racing back to the island.

For more information about the event please visit <u>www.pibroadrace.com</u> or contact any of the people listed below. A schedule of activities, course layouts, and registration materials will be posted soon.

Manley Ford 734 502 2435 manley776@yahoo.com

Bob Williams 570 439 1006 thornapple25@frontier.com

Jack Woehrle 803 463 5388 jwoesvra@aol.com



MGVR NEWS



Tony Roth-The Spirit of MG Vintage Racing

I was so saddened to hear of "Tony" (David Anthony) Roth's passing away on October 27th, 2010 in Orlando, Florida. He was "Mr. MG" in so many ways, and for so many years! He was dedicated to having fun, enjoying MGs, and especially making it fun for everyone else! He had just turned 76 in September, and was fighting cancer. What can you say about a MG racer (this was in the early 80's at Road Atlanta, Georgia) who would drive around the paddock area, in his MGTD race car, with a generator and a blender in the back of it, making *piña coladas*, and handing them out to all his MG buddies (after racing ended of course)! His MG spirit was unmatched, and in many ways he also influenced my MG attitude and future MG activities, including my founding of the MG Vintage *Racers' Newsletter* in 1981 - which he helped me start! As far as I know, he never won anything racing, but he was a winner in so many other ways! He began vintage racing his MGTD in 1979 and was a founding member of the Southeast Vintage Racing Association. Ford Heacock (who ran SVRA back then) asked Tony to be the MG race coordinator for SVRA's all MG "Safety Fast Championship" at Road Atlanta's "Vintage Grand Prix", which began in 1981, and it repeated for several years to follow. In Tony's letter to potential MG entrants for that first MG race, he wrote " "The main interest will be to participate and have fun, regardless if you have a "Special MG Racer" or just want to have fun in your "street" machine." His letter and attitude convinced me and others to enter that early MG vintage race. He made it fun for the 20 MG racers and their crews which showed up! And

when I broke a steering arm on my TD racing there – who gave me his spare one - Tony! His involvement in MG vintage racing, and many MG club activities, covered the whole east coast. Never one to pass by on a fun opportunity, his well know #48 TD had an "Old Milwaukee Beer" sticker on it for a while. Why - because by putting the sticker on his MG, Old Milwaukee gave him free beer which he shared with his MG buddies! The Safety Fast Championship in effect also helped lay the groundwork later for establishing the "Vintage Collier Cup" race for MGs within SVRA's Vintage Grand Prix race at historic Watkins Glen, New York, where participation - and not winning - was emphasized. Tony and I both had an input with SVRA into establishing its criteria plus we raced our TD's in the inaugural Collier Cup race in 1985. With that criteria, the Collier Cup has become most successful over the years, as it has matured and continued for some 26 years now. In 2004, it sported a record breaking 143 MG

—by Greg Prehodka

racers entered - an incredible North American record!

Tony purchased his first MGTD in 1968 (and he's had a number of MGs since then) and then joined the "Classic MG Club of Florida". He got involved with running their events and rallies, and became the editor of their newsletter, "The Octagon", with his nick-name being "The Mouth of the South". He help organize "Gathering of the Faithful" MG events (GOF's) down south for the New England MG 'T' Register. He also competed in the New England MG 'T' Register's 1,000 Mile Marathon endurance run street event in 1972. But my first encounter with Tony occurred in 1976 when we both participated in the New England MG 'T' Register's "Bicentennial Rally of the Colonial Capitals" with our - then street - MGTD's. A two week long low key rally for 37 T-Types, and earlier, weaving through all thirteen original colonies, as the US celebrated its 200th birthday. It started in Savannah, Georgia. I met him in the motel's parking lot where the rally started, as all the participants were walking around, evaluating each other's MGs, and voting on their appearance, as part of the rally. I can still remember meeting Tony as we did this, and his commenting to me "I'm giving the highest score of 10 to everyone here - just because they are here." Strange the trivia we sometimes remember, and the impressions a few words can make! That was Tony! He won second place in the rally and received a pewter plate for it. The winner of the rally received a brand new MGB - the 1,000,000 car from Abingdon, donated by British Leyland Motors of New Jersey. Tony later reflected "I didn't know whether to be happy I did so good, or sorry I didn't win the MG".

In his later years, as his health deteriorated, and he was-





MGVR NFWS

n't able to participate in MG racing any more, he still came to some vintage races – usually with his lovely wife Xandra by his side - to be with his MG racing buddies, and lift an elbow or two, as we'd swap some tall tales. And as his MG wonderful memories I have of him, and the good times involvement became limited, he

volunteered for the "Meals on Wheels" program to deliver meals to the elderly. Was the MG community better off for Tony's spirit and involvement - YOU BET YA!

Thank you for letting me reflect on some of my warm memories of Tony with you. A true MG enthusiast with a

Peter Jenniches 1937 - 2009

MGVR member Peter Jenniches passed away this October. Peter was a German MG enthusiast. I first met him in 1990, when I participated in the New England MG 'T' Register's "One Lap of Great Britain" with my MGTD, where some 87 MG T's - mostly from the States - had a 3 week rally/tour of England and Scotland, including a stay over in Abingdon. Peter participated in it, and that's where our friendship began. Peter had a MGTF that he did rallying with on the continent. He was so proud of it and what he did with that MG, and I recall him telling me about the modifications he did to the car for rallying, and the excitement he had with it. Well, I told him about our "MG Vintage Racers" newsletter, and he decided to join us. That began a lifelong relationship between the two of us, mostly by mail and e-mail. But in 1998, with him reading about Watkins Glen celebrating its 50th anniversary, and with its all MG Collier Cup race, Peter flew over here to attend the event and visit the US. He was most thrilled at the race weekend, and then came to my home in NJ. I live about 10 miles west of NY city. I recall as we drove to my home after the race, and on a certain crest on Rt 3 near my home, he first saw the big apple from a distance and was awed by the view. Then he went on to New York City for some vacation time. I've always lived not so far from NYC, and so NYC has never been anything special for me. But Peter found the city and its people most exciting and interesting,

Lyle York, Founder of Twin Cam Registry

From Andy York, son of MG Twin Cam enthusiast Lyle York.

My father passed away peacefully early this morning from complications due to Lewy Body Dementia. He was sur-

wonderful human spirit! Yes, I will miss him, but in some ways he still will be with us. So, even though I am deeply saddened with his passing, I am also so thankful for all the I've shared with him, and because of him, over the vears. Plus I am grateful for his influence on MG vintage racing and all he has done for the MG community. He made a difference to help so many others enjoy MGs!

and he spent many enjoyable hours photographing it. Besides MGs, Peter's other love was that of photography - and he was really good at it! He shared many of his photos with me, not only of Watkins Glen, but also of his artistic photography - and for many years. I use to look forward to the "Peter Jenniches Yearly Calendar" he would mail me, with all of his creative photography on it, automotive and other, and his very original holiday cards. He was a most talented man in many way. I knew his health was decorat-

ing in the past few years, although he chose not to talk about it, and I was most saddened to receive a letter of his passing on October 10th. I will dearly miss him. but I have such warm memories of him. Anyone wishing to send a condolence



card can send it to his wife: Anneliese Storck-Jenniches, Weissdornpfad 21, D-28355 Bremen, Germany.

Greg Prehodka

rounded by loving family the entire time. Up until the end, he remained an avid MG lover.

His passion for the MG marque began with his first MGA purchase in 1956. He drove that particular car all around Europe while in the Army. Upon returning to the states, he purchased his first Twin Cam in 1959. Thus began a lifelong love for the DOHC MGA evidenced by the fact that he managed to sell that first Twin Cam 3 times and bought it 4 (very tough to get over your first love, isn't it?). He ran

Lyle York

MGVR NEWS

this car in amateur SCCA races up into the 70's probably until about the time I came along! That beat up beauty still resides in his garage today, albeit only a body-on-frame-onjack stands. It has shared garage space with such wonderful machines as a handful of other Twin Cams (notably the '60 Sebring car now owned by John Wright), a very pretty TF 1500, a Factory LHD MGB GT V8, and my sister and I's old clunker of a midget (which we shared as our first "rides").

He dedicated much of his life to maintaining the Twin Cam model: sending out info cards, logging the returned data , compiling massive amounts of tech data (all prior to the advent of computers), hunting down and stock piling parts, selling these hard-to-find pieces, providing technical assistance, and enjoying the wonderful fellowship shared by those in the MG family.

Every family vacation while I grew up involved traveling across the country (sometimes the world) to wherever the next meet was (NAMGAR GTs and other events). Our second family are those that we only saw once or maybe twice a year, yet welcomed us as if it was only the day prior. I attribute much of my automotive knowledge to what I picked up while hanging around him kicking tires and slamming doors in parking lots. I learned how to drive not from high school driver's ed, but from backing a right-hand drive race car off a trailer and driving it around a parking lot. I can't begin to count the number of scars on my body caused by unfortunate mishaps involving the random block, flywheel, or head laying in wait on the other side of the sofa I was jumping over. We met many international friends and I always ran to the ringing home phone hoping to hear a "funny" sounding person on the other line asking for my dad.

I cherish all these memories as they are what has made me who I am today. To my Dad, I thank you for all that and so much more.

He is now carving up the twisty bits of heaven in a sparkling white Twin Cam. On his behalf, I send all lover's of this wonderful car his warm regards and challenge you to keep them on the road for all to enjoy.

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Jack Archibald 1925-2011

We enjoy our vintage MGs and racing them, but few of us ever raced them when they were new. It was my privilege to have known, and to have briefly shared the track with, one of the early MG racers and gentleman - **Jack Archibald**.(*John Osborn Archibald Jr.*) He raced an MGTC in the 50's, and then he came back briefly to share his love of the marque and racing of MGs, with us in the 90's. He was honored by being awarded the MG "Collier Cup" in 1998, at Watkins Glen - his last race ever! If you met Jack, you wouldn't forget him. He oozed MG excitement, and a love of life along with his great sense of humor, and made it fun for others. His colorful stories of MG racing were many, which he gladly shared with anyone who would listen.

Jack served in WWII in the army air corps. After that, as he pursued an engineering degree, he had a fascination for many things mechanical - including MGs. He was first inspired by seeing MGs on the west coast in the late 1940's. Later, while in England he took a tour of the MG factory in Abindgon, where he ran into Harry Lester. Jack was studying engineering at the time, and I'm sure this all fascinated him. In 1950 he purchased a 1948 MGTC. He had a neighbor who was racing in the SCCA and he got Jack interested in racing his TC. Between where Jack was going to school at Worcester Polytechnic Institute (*they had a school shop*) and Jack's father's machine shop, his TC got some "*significant improvements*" as he prepared it for racing. His first race was at Bridgehampton, New York in 1951. He was gridded last in his race of some 30



cars, and soon after the green flag dropped, he was ahead of everyone in his class and chasing others in faster classes. Then while he was dicing with a blown MGTD in the heat of the battle, he got the TC sideways in a corner, slid off the pavement and rolled it. Fortunately, he was OK, but racing for the day was over. Minor damage to the MG

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included two bent up wheels, but after some repairs and borrowing a wheel and using his spare, he was able to drive it back home. Remember, these were the days when racers drove their cars to the racetracks! Later, he would form a personal club with Denver Cornett (who rolled his TC in his first race at Watkins Glen in 1948) as something like "First Time MG Racers who rolled their MGs"! Well it took him about 2 years to fix his MG. Other races for him included several races in Canada, at airport venues and Mosport, where he became friends with noted Canadian MG racer Tommy Hoan. Here in the states, he raced his MG at a number of hill climbs, including Giant's Despair, and Mount Equinox. Then he got married and a family came along - all putting an end to racing. After retirement a friend got him interesting in vintage racing in the 90's. He came to Watkins Glen for the Collier Cup in 1995 and was excited with all the MG racing, which inspired his brief comeback. He set a personal goal for himself of racing his MG at Watkins Glen in 1998, when the Glen would be celebrating its 50th anniversary of racing. But this commitment would come at a price. He made an agreement with his wife. If he made the 1998 event, that would be his LAST RACE and he would have to hang up his Nomex forever after. And that's what happened! He took the

VSCCA's driver's school at Pocono as a start. Then in 1998 he was ready and raced his MGTC at Watkins Glen where he was awarded the MG "Collier Cup". As he was presented it, there were tears in his eyes and his voice cracked as he spoke! After the weekend, Jack reflected on it: "It was Woodstock/Nirvana all rolled into one! What a happening! For old Arch, those four days will always stand out as something special. VERY SPE-CIAL! I cannot recall such a profusion of highs and lows in a single weekend! Try having not one, but two TC's die under you - meet Stirling Moss - being awarded the Collier *Cup - all in the same time period! ... If anyone had sug*gested to me, back in 1995 when Prehodka's enthusiasm rekindled my interest - dormant since 1954 - in running with the big dogs, that I would someday be considered for the Collier Cup, I would have dissolved in laughter. ...I don't know all the prior names on the Collier Cup, but the ones I do know, I consider to be exceptional gentleman. I am proud to be included in their ranks....."

Jack - *wherever you are* - I will miss you. We will miss you! We are proud to be included **in your ranks!** Thanks for the times you shared with us, and the joys and memories you brought to us!

Greg Prehodka

A Tribute to Jack Archibald

I met Jack in 2006, when I contacted him to ask for help in reaching out to Canadian racer Tommy Hoan. After that, he and I would trade phone calls prior to each Collier Cup. Every year I would ask the same question-'do you wish the T-Cup to remain anonymous'? His answer was always the same-'Yes''. In 2009 he relented and the T Cup became the Jack Archibald T Cup. In 2008 he sat with me and David Smith for an interview. Among other things we learned of his early SCCA adventures, and how his MGTC played a role in his daughter's driver education. The TC, his family and our memories are but a part of his legacy. Everyone who met him will miss him. —*Chris Meyers*

Jack Archibald is and will be one of our MGVR "greats." Some people smile some of the time; some people smile most of the time; I never did see Jack without a big grin on his face. Jack's racing did go back to 1951, and we now have precious few of our MG veterans who were there when "there" meant something. —*Bob Schoeplein*

Prior to becoming an MG Vintage Racer, Jack raced for many years in SCCA and VARAC. He started racing his TC in 1951. Jack retired from racing in 1998 at Watkins Glen when he was voted winner of the Collier Cup. He will also be remembered as the person who donated the "T Cup" for the highest placing T Series MG in the Collier Cup Race. Jack and his wonderful stories will be missed by all who knew him. He loved racing that TC and enjoyed being part of MGVR. —*Dick Powers*

I have one little anecdote about Jack to share. I guess it would have been around 1996. I was helping with the VSCCA Drivers School, which was mostly conducted at Lime Rock, but there were always a handful of students who missed Lime Rock and had to take a make-up School at Pocono a few weeks later. The Pocono School became my responsibility -- classroom lectures, on-track instruction, and final evaluation of students, the whole thing.

So here it was my first time as Chief Instructor, and the list of students included one Jack Archibald, plus a guy named Bill Wonder. Wait, who's the student and who's the instructor here? Jack started racing before I was born, and

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Bill Wonder drove a McLaren in the Can-Am series! And I'm supposed to teach them something??

I went looking for Jack in the paddock, armed with his car number and description (red TC) and finally found the car in one of the garages, one side up on jack stands, with two overall-clad legs sticking out from under it. Knowing that this fellow Jack was, um, shall we say a "senior" sort of driver, I expected that the legs belonged to some younger, more nimble member of his crew. So I inquired to the dangling legs "excuse me, do you know where I could find Jack Archibald?" And of course, who crawls out from under the TC but Jack himself, at age 70+, spry as most men 20 years younger. I apologized, and said I assumed it was his crew under the car, and he roared in laughter -- "CREW?? well yes I suppose, since I am my own crew!" He was immediately warm and witty and gracious towards me, a total stranger. We were instant friends, and I suspect that anyone he met would say much the same thing.

-Mark Palmer

Jack Archibald was the quintessential post WWII racer. I think that he had had the TC since he was a young man. His return to racing it was through the MGVR Focus Events, in particular the Collier Cup at Watkins Glen. At the Focus Event at Mosport when I was passing his TC on the uphill straight I remember him waving his arm back and forth in an enthusiastic motion saying, "go get em!" I cannot say who enjoyed more, us being with him, or him being with us - he was great company and his enthusiasm was infectious. All who knew him will miss him, very, very much. God Bless you, Jack. —*Bill Hollingsworth*

Jim Carson 1925-2011

Jim passed away on April 20th at the age of 86. He Raced his 1948 MGTC, which he nicknamed "Cecil", at Watkins Glen in the original street races in 1949 and 1952. In his later years he would return with the same TC to participate in vintage races. In 1993 he was awarded SVRA's prestigious "Collier Cup" in the MG race at Watkins Glen, New York at the age of 67. Even though he was up in years, he would still do his own work on his TC. Jim's interest in cars began at age three with the drawing of various cars' dashboards and instrument panels. So later in life it became only natural for his interest to turn to cars. He served in US Army in an armored division with tours in France and Germany. He later graduated from the University of Pennsylvania in 1950 with a BA in Economics. He career include Dupont's car paint sales, a car painter in General Motor's Newark Delaware assembly plant, and then at Dodge Brothers as a sales analyst. Then Berglin Motor Company in Camden, NJ as their service manager, while also being an automotive technician in-

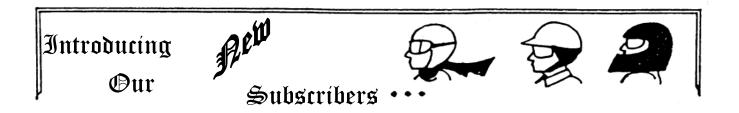
structor. He moved on to Jaguar of New York distributors and was in charge of preparation of new Jags as they arrived. In 1956 he and Horace Pettit opened Carson-Petit Automotive Imports with an English Ford Franchise. The then added sales of Morgans and Triumphs. In 1962 the dealership expended to Mercury and Peugeot franchises. Add Mercedes Benz in 1965. The business was sold in 1996 when Jim retired to pursue his interest. Jim worked for several charities and was a horticultural and automotive enthusiast. He strongly believed in his obligation to give back to the community that had served him so well. He is survived by his wife Patricia, daughter Paula and grand kids Stephie and Alex. If you wish to send a card to his family, his address is Tyca Farm, PO Box 289, Newtown Square, Pa. 19073. *-by Greg Prehodka*











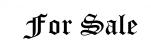
Editor's note: in an effort to expedite this newsletter the editor has decided to take liberties with his usual format and list new subscribers by name, town and race car only. Photos will be included in future newsletters. Thanks for your understanding.

Ed Delong	Brantford, ON	MGB	Harry Gentry	Knoxville, TN	Midget
Jerry Agan	Elmira, NY	MGTD	Ron Novrit	Long Valley, NJ	Midget
Butch McKenzie	Burlington NC	MGB	Dave Good	Caledon, ON	MGA
Lee Duran	Lyme, CT	MGTC	Dean Wood	Shiloh, GA	Midget
Chris Nowlan	Amhearst, NH	MG L2 +	James Byers	Alexandria, VA	Midget
Amyot Bachand	Laval QC	Midget	Pete Hylton	Brownsburh, IN	MGTC+
Tony Godfrey	Sheffield, OH	Midget	Hal Hamilton	Calgary, AL	MGA
Robert Browlee-Tomasso Denton, MD MGA			Roger Morse	Poestenkill, NY	MGTC
			Paul Trout	Eleverson, PA	MGBGT
David Tomasso	Vineland, NJ	MGA	Hunt Dabny	Irvine, CA	MGB
Thomas Dick	Winchester, VA	MGA	Ben Prewitt	Midway, KY	MGTD
John Burgess	Caledon, ON	MGA+		•	
Marcus Jones	Moseley, VA	MGB	Alan Moss	Sedona, AZ	MGTC*
			*Al round overy no	w and again	

*Al re-ups every now and again









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* Lead/copper King brand rod and main bearings, std and undersizes. Only +/- \$40 per set.

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All in stock, please call Manley Ford or John Targett for prices:

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* Back axle: flange conversion, prop-shaft to pinion, so you can use MGA/early B banjo-axle ring and pinion sets.

MGA/MGB 3-sync c/r gear sets

Note that these sets (helical-cut, so for street or race) are now discontinued. I have one remaining. \$1675

Banjo axle ring and pinion sets

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.....

1968 Triumph 250 Trophy motorcycle

This is a matching numbers bike (TR25W2333) and has been recently restored/rebuilt with 350 miles on it. Some new part/upgrades include: new front and rear tires, new rear rim, crinkle sprocket and spokes, rebuilt forks, new drive chain and sprocket (52 teeth), new primary chain and sprocket, Boyer electronic ignition, new coil, brakes, piston rings, oil seals, gear change quadrant and shift lever, Amal carburetor, wiring harness, battery, throttle and clutch cables and grab rail.

Bike is finished in a gorgeous base/clear candy apple red

paint with a silver stripe down the middle of the fenders surrounded by a painted gold pinstripe. The paint job is as the original paint scheme, only it looks a lot better. Also included is an original Triumph factory Work Shop Manual. This bike always starts on the first or second kick and is ready to go.

Asking \$3900.00.

Any questions or if you would like to see more pictures please call Tim in London at (519) 777-5572 or <u>mailto:tcoyne@fanshawec.ca</u> Photos available

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

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, <u>MG Vintage Racers'</u> Newsletter was selected as *Newsletter of the Month* by **Classic Motorsports Magazine.** In 2008 MG vintage racers participated in the first West Coast Focus Event with HMSA at Mazda Laguna Seca Raceway. 2011 marks MGVR's 30th Anniversary, and its first ever Focus Event at historic Lime Rock Park.

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.

<u>COST:</u> 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

<u>E-MAIL GROUP</u>: 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 <u>stevekon-sin@aol.com</u>

To sign up, simply send a blank e-mail message from your own mailbox to: <u>MGVR-subscribe@yahoogroups.com</u>

If for some reason that doesn't work, then do the following: go to <u>http://groups.yahoo.com</u>, 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 <u>MGVR@yahoogroups.com</u>, 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 <u>stevekonsin@aol.com</u> and he is the facilitator of the e-list for us.

Web site: The address is <u>www.mgvr.org</u> Chris Kintner is our Web Editor and maintains the site, 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 120 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?

MGVR "Official" Regalia Dan and Vicki Leonard

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