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FOCUS EVENT ISSUE

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LIME ROCK PARK



MG VINTAGE RACERS' NEWSLETTER

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From The Editor:

Here we are in early April when most of us are busy preparing for our race season (or staring at what was last year's disastrous end of the season) and your editor FINALLY gets the first newsletter out. I have no idea how I'll catch up on race reports and tech articles but now that I have the focus event issue out of the way the path is clear to move forward my race report inventory; some yet-to-be-published reports are from 2010-ancient history perhaps but still fun to read.

2012 is the year of the MG, vintage race speaking. Several race weekends feature MG celebrations, MGB's 50th parties, Spridget Features, MG as Marque of the Year, etc. There are All MG races from coast to coast-see inside for a comprehensive list of All MG races. Get out there and support the vintage race sanctioning bodies who support MG vintage racing! And for goodness sake join us at Grattan this year for *Vintage Au Grattan* with VSCDA at Grattan Raceway in August. You won't be disappointed. Focus Event Bulletin 1 is included in this newsletter.

A review of last year's MG racing fun has to include two focus events, West coast at Infineon and East coast at Lime Rock Park. By all accounts both events were VERY WELL received by those who participated in one fashion, or another. Each had its own flavor-for example we enjoyed a wonderful banquet in California complete with a four star master of ceremonies and plenty of wine (thanks for both, Jim) while on the East coast we enjoyed a top notch car show, and a banquet featuring racing legends Skip Barber and John Fitch (thanks to Frank Allocca for his help!). I was lucky to have participated in both and will be forever grateful for the opportunity (thanks Julie).

In closing let me take this opportunity to thank each and every one of you for supporting the *MG Vintage Racers' Newsletter* and its activities. Our subscriber base keeps growing and includes both older and younger racers-the future of MG vintage racing looks promising. We also have a growing group of racing families within our *band of brothers*! Never pass on an opportunity for younger spectators to sit in your racer-put a helmet on them and let mom/dad take photos. You'll leave a lasting impression and perhaps witness the birth of a vintage racer!

Safety Fast!



MG Vintage Racers' Newsletter 1981-2006

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back of newsletter

Letters

As I sit at my computer this morning, I am looking at, and reflecting on, the first issue of the ***MG Vintage Racers' Newsletter*** - which I mailed out in ***December of 1981 - 30 years ago!*** Could 30 years of MG memories have passed already? I began vintage racing my MGTD in 1977 - it was not even an eligible car with the VSCCA yet! I met MG vintage racers at various events with different clubs, but we had no common forum. Often there were only a few MGs, and sometimes there were only two race classes - "*Fast*", and "*Not so Fast*" regardless of what you were racing! So in the fall of 1981, I surveyed every MG vintage racer I could contact in North America to see if there was interest in a MG Vintage Racers Newsletter of some kind to connect us. Response was very positive, and therefor I founded the MG Vintage Racers' Newsletter, with the first issue being mailed out that December. At that time vintage racing was relatively obscure, and who knew what its future would hold! MGB production had just ceased in 1980, and some vintage racing clubs did not even recognize the MGA. There was no "*future plan*" for MGVR other than to just get out the next issue and maybe contact a few more MG vintage racers. The first issue was 17 pages, typed up on a manual typewriter (*this is pre-PC technology*). Feature articles in it included: an introduction and purpose letter by me as its founder; review of the SVRA MG Safety Fast Championship at Road Atlanta by Tony Roth; an article on "*Planning for Vintage Races*"; the MGs competing at the Duryea Hillclimb (Pa.); a tech article on installing a sway bar on a MGTD; and several other items and comments, with the target date for the next issue of March 1, 1982. No commercial advertising in it - which is a policy still maintained! Truly a grass roots newsletter for MG racers! Question was - would the newsletter survive? It not only would survive, but would grow and thrive, in support of MG vintage racers, and in support of MG races at vintage events, even collecting a few newsletter accolades along the way! Along that road of 30 years I would make so many MG friends through the newsletter and MG vintage racing!

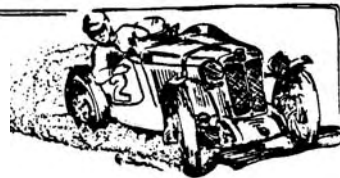
Below are the original MGVR founding members of 1981:

- | | |
|---|--|
| - Lawrie Alexander - TD Special, Ca. | - Roy Jacobson, TD, Ma |
| - Will Bowden - TD, Fl. | - Rich Kellogg, TD, Ga. |
| - Ben Bragg - TF, Ct. | - Richard Knudson, TD, NY |
| - Mark Brandow - TC, Mn. | - Gary McGovern, TC, Ga. |
| - Keith Brown TF, Mi. | - Jerry Morici, TC, NJ- Al Moss, TC, Ca. |
| - Sarah Carr - TD, Pa. | - George Pardee, TF, Fl. |
| - Oliver Clubine - Lotus 6 (XPAG), Ont. | - Bill Parish, TC, Tn. |
| - Bob Coleman - TD, Tn. | - Greg Prehodka, TD, NJ |
| - Kevin Cox - TA, Ma. | - Alex Quattlebaum, Cooper MG, SC |
| - Jim Denning - TD, Ga. | - Dave Raymond, N Type MG racer, Ct. |
| - Blair Engle - TD, Fl. | - Tony Roth, TD, Fl. |
| - Beau Gable - TC, Fl. | - Sue Salsburg, MGA, NJ |
| - John Gardner - TD, Fl. | - Bob Satava, TD, Oh. |
| - Paul Gaynor, Ct. | - Tom Scott, TF, Oh. |
| - Rich Germano - TC, Ga. | - George Smith, TC, Ct. |
| - Billy Gillis - TC, Ga. | - Rick Smith, TD, Ma. |
| - Gary Hatch - TD, NY | - Jerry Storch, TC, NJ |
| - Don Hoeft - TD, Tx. | - Lou Zuger, TC, Ct. |

I was the MGVR editor 1981 to 1995. ***But I have to give special thanks*** to ***Mark Palmer*** - MGVR editor 1996 to 2005 - and to ***Chris Meyers*** - MGVR editor 2005 to current - for their continued dedication to the MGVR newsletter, its spirit, and MG Vintage Racing! And of course the biggest thanks to ***all of you who have been MG vintage racers and MGVR subscribers*** over the years - "*...we few, we happy few, we band of brothers*" - plus your supporting crews and friends! MGVR is only what its subscribers and friends make it - and ***you have made it wonderful!*** It is the "*people*" who make MGVR special! Plus special thanks to ***Chris Kintner***, MGVR webmaster for his great web site for MGVR. **MGVR currently has over 250 "subscribers"** racing MGs! A more detailed history of MGVR, and many photos and articles, can be found on its web site - **MGVR.org**.

- So many years - so many memories!
- And hopefully many more still to come!
Thank you ALL !

Letters



Chris,

Since you seem to be looking for input on the Focus event, I for one can say that I had a really great time and was sorry to see it end.

I had some conflicts going into the weekend as it's been traditional for the prewar guys to pit in the same area and then share a few meals, good times and great tunes from Phil Roettjer and friends on Banjo, Guitar and Bugatti wheel spokes. I've enjoyed the company of these folks for some years and it's amazing how they all seem to chip in to help a friend in need. Ben Bragg did an amazing job of removing Dick Waite's very complicated torque tube rear axle in his Indy Ford special in order to replace a broken U-joint and got him back on track in no time.

This year I really wanted to Pit with the MG guys and Pete & Rachel Ross and I traveled together early to insure we could stake out adjacent pit space. When we got there it was apparent that they were making a far better effort to pre-assign pit space. They had me in with the prewar guys and Peter and Rachel with the MG guys. It really worked out fine and this is surely the best way to keep things organized and please as many folks as possible.

The L2 started out running in fine form but it seems that the harder I push it, the more the limitations of the standard brakes, narrow track and 450X19" tires becomes apparent. The Magna really does handle extremely well and is predicable in it's manors. The main problem seems to be that it just doesn't have enough traction to hold the line that I really want. It really drifts in "Big Bend" and I find the "left hander" a real challenge. I was grateful that everyone seemed to be respectful of the L2's age, didn't dive bomb me going into turns and generally left me with enough room to maneuver. The car pulls like a freight train down the straight but even here I don't push it to the max out of respect for an expensive engine. After all, in my case, it's really not about winning races. A number of L-types race in the UK and are extremely quick and regularly win races against GP Bugatti's, Alfa's, ERA's etc. They are all however fitted with wide track N-type axles and all sorts of chassis modes to turn them into light weight K3's. I prefer the stealthy look of my period performance mods and intend to keep it that way.

The first two heats were uneventful but most enjoyable. Towards the end of my third race, the pre-selector gearbox started acting up. With the smell of burning oil, a bit of smoke and strangled power, I knew I had problems. I finished the third race but on the cool down lap, the gearbox shuddered and very nearly seized on "no-name straight. I did manage to limp back to pit lane and realized I could not engage neutral. After returning to my pit on the end of a rope, realized that the gearbox was stuck in both 3rd and 4th. With these overly complicated epicyclic semi-automatic gearbox's, almost anything is possible. I disconnected the propshaft and finished out the weekend in push car mode.

I did participate in the Sunday car show and was more than pleased to have won the first place award for MG competition cars which was a nice consolation prize. I was also pleased and more than a bit surprised to find that the L2 and I were the poster boys for the race car parade promotional material. I did manage to acquire a few posters for my garage and shop's wall of shame. The race car parade was a nice addition but they really need to pick up the pace. More of a race re-enactment a la Watkins Glen would be a real crowd pleaser.

I've now had a chance to really look into the gearbox woes and have come to the conclusion that the rectification is a job for the pre-selector Guru's in the UK. Peter Ross gave me a hand switching out the pre-selector and re-installing the original crash box. Fortunately, I had previously rebuilt the original box and modern diaphragm racing clutch setup so at least the car is now fully roadworthy. The car is now back to road trim and ready for some nice fall foliage touring.

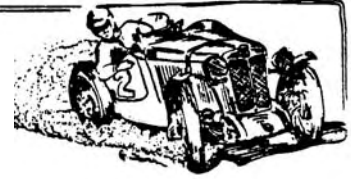
In spite of the problems, this year's focus event will hold cherished memories for years to come.

Cheers,

Chris Nowlan



Letters



Hi Chris,

Just wanted to let you know my 17 year old daughter, Julia, completed driving school at Texas World Speedway with CVAR this past weekend. She has her own red 1959 MGA and is driving the wheels off of it. On Sunday her lap times were 2 seconds faster than mine!

You might remember her from the MG Focus event at Hallett, a few years ago, when she got in trouble racing our rented golf cart down the hill backwards in the paddock. One of her dreams has been to be a MG racer and it is coming true.

We hope to make it to the MG Focus event at Grattan!


Cheers,

Lou
Lou Marchant
MGA #186



Congratulations to Julia for completing her driver training with CVAR! She and Lou join a growing group of MGVR racing families. I look forward to dicing with Lou and Julia at our Grattan event in August!





Don't forget
your Speedo...



...for the pool.

Vintage Grand Prix Au Grattan XXVI
August 17-19, 2012
Grattan Raceway Park,
Grattan, MI

Special Celebration:
MGB 50th Anniversary

Teaming with:
**MG Vintage Racers
University Motors
Summer Party**

Learn more at VSCDA.org



Who is this? Guess correctly and receive a coupon for a free Challenge Coin-redeemable at the Grattan Focus Event! Email guesses to editor@mgvr.org



Grand Prix Au Grattan

MGVR Focus Event with VSCDA

August 16-19, 2012



All Roads Lead To Grattan Raceway this August when VSCDA hosts MGVR's 2012 Focus Event in Belding Michigan! VSCDA event chair and MG vintage racer Scott Fohrman is burning the midnight oil to make this event one *for the ages!* While plans are still in progress, you will find all the track time, paddock socializing, and All MG racing that you expect at our focus events. At this event, ***you get even more.*** Read on.

VSCDA's Au Grattan event is being held this year in conjunction with University Motors' Summer Party, where MGs from across the country gather for a weekend of socializing, touring, learning, and enjoying the vintage race scene. John Twist has plenty on tap for those among us who want to enjoy both events-the festivities at both venues begin on Thursday and continue through Sunday. Back to racing-VSCDA is bucking tradition at this event by introducing their Group 1-Vertical Grill race group-perfect for MG T Types of the VSCCA variety. While only tentative, the schedule calls for a Thursday test day, followed by MGVR's traditional meet and greet Wine and Cheese party at MGVR Central Thursday 6 PM. Friday is practice and qualifying, followed by the Friday night pool party/mixer and buffet at the Grattan pool (yes, there is a pool at the track) with VSCDA. Saturday features group racing and an ALL MG race, followed by the MGVR/VSCDA banquet Saturday evening where we will award the MGVR Spirit Award, the Copper Bucket, along with the Parish *Master of Speed Deception* award and a new award, known as the *Doff of the Cap* award (more on this next bulletin). Sunday is a special day at Grattan when the University Motors Party comes to Grattan to join us in the fun. Sunday is group racing, another ALL MG race and *lunchtime Charity Rides!*

Accommodations are easy to find, convenient and plentiful. Event Headquarters Hotel is 20 minutes from the track in Grand Rapids, directly across the street from University Motors Summer Party Headquarters Hotel. More on hotel information in Bulletin 2. Grattan Raceway permits paddock camping and tent camping ***AND they have a pool*** (did I already mention that?)!

MGVR and VSCDA share a common view of vintage racing. MGVR takes pride in working with vintage race organizations to provide safe, fun and competitive racing coupled with a family friendly after hours program. VSCDA delivers on all points. Even though MG vintage racers come from more than a dozen different vintage race organizations, each with its own set of prep rules, VSCDA accommodates our diverse group! You will find no better race action in a vintage friendly environment than racing with VSCDA at Au Grattan.

There is much yet to be revealed about this event-all of it good! Event entry forms are due out mid April. Stay tuned. Any questions, please contact one of the event organizers noted below. I hope to see you at Au Grattan this August!

MGVR Focus Event with VSCDA at Grattan

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University Motors

John Twist johntwist@universitymotorsltd.com

Grattan Raceway

<http://grattanraceway.com/> 7201 Lessiter Rd, Belding, Michigan



West Coast Focus Event with CSRG at Infineon

—a Focus Event Report by Chris Meyers

photos as credited

Beautiful weather...tons of track time...a very technical and difficult track...Pebble Beach Sportscar Club...MG Owners Club...Lunch Saturday and Sunday courtesy Vicki Leonard and helpers...Tennessee MGVR Harry Gentry dices with West coast hotshoe Scott Brown in the All MG race...here is how it went down.

MGVRs who were not camping at the track started showing up at MGVR Headquarters Hotel Inn Marin Wednesday. By the time I showed up Thursday afternoon the parking area was full of trailers and cars from all over. Scott Brown's event poster was on prominent display in the window as I checked in, settled down and bummed a ride from my Julie to the track. At the track entrance was a Scott Brown focus event banner-the track displayed several banners in prominent locations around the facility. Tech, bench racing and beer consumption began in earnest with smiles all around.

Friday was another beautiful day with track testing in the am, and CSRG testing in the afternoon. CSRG offered two garage stalls for 'significant' MGs-included among these were the Ken Miles special "the Flying Shingle" and 1963 Sebring MGB. MGVR and CSRG board member Gary Anderson gathered MG racers new to Infineon (designated by big "G" on back of their race car) for a midday track and etiquette talk, joined by CSRG staff and track staff. Something must have stuck as incidents were almost nonexistent and behavior was exemplary over the course of the weekend. The balance of Friday track time was CSRG test and tune. Track time was already stacking up. Friday ended with a tour of Huffaker Engineering facilities. Those familiar with Huffaker Engineering can appreciate their connection with BMC and MG-Huffaker has several national champion MGs to their credit. Joe Huffaker Jr. led the tour of their clean room, dyno room, engine machine shop, chassis area and assembly area. A few MGVRs went on their own to take the 'self guided' tour of Huffaker's parts department. Joe Huffaker Sr. stopped by to sign some posters and to chat with the gathered racers. Many thanks to Huffaker Engineering and Scott Brown for scheduling this tour.

Saturday began as sunny and glorious as Friday. MGVRs enjoyed double the track time of other races as we had

our own race group and CSRG race group races. Saturday included both practice and timed qualifying sessions. Some unfortunate racer blew an oil line in an early afternoon session and oiled the race line for TWO laps before finally pumping the last of his oil. 45 minutes and tons of speedy dry later the track reopened for Group 2 (fast small bore) qualifying. Good news-easy to find the line. Bad news-the line was a mess. Luckily problems were few and nearly everyone handled the track modification without mishap. For the record Infineon Raceway is the most difficult track I have had the pleasure of racing-fast, blind turns with elevation change, and not much

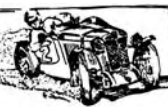




room for error. Infineon is a thing of beauty when wrestled into submission-but make a mistake in turn 2, or turn 8a and things could get ugly. MG vintage racers appeared to at least feel comfortable with a most difficult course. By 5:30 racing was behind us and thoughts wandered to our banquet at Rickey's at Inn Marin.

Rickey's was at (maybe over...shhhh) legal capacity of 80 for Saturday's banquet. Event co-chair Jim Weissenborn put together a fabulous spread banquet with a full bar, wine bar featuring local wines (duh-we are in wine country after all), lots of desserts including cakes, cookies and other snacks. Dinner was flank steak, or chicken marsala with potatoes, beans, and garden salad along with a most tasty cornbread. After dinner we moved to the awards, storytelling and general gaiety with Jim W. leading the way by showing off racing pictures from 'the day', each picture with a unique story behind the characters (Miss Hurst Shifter, the local brothel, race winner with not enough room in his racer for the rather rotund race queen to join him for a victory lap). This year's 'Door Prize', a genuine MGA roadster door, went to the Zbarskys' dog-a fixture in the paddock this weekend and a huge, lumbering teddy bear of a thing with a head the size of a Thanksgiving Day turkey. Other prizes, mostly donated by Jim Weissenborn and the Leonards, included Laguna Seca hats (toques as they call them in Canada), bottles of Stone Bridge wine from a Watkins Glen winery, and assorted shirts, and the Al Moss video featuring west coast racing in the 1950's. The Pebble Beach Sports Car Club, represented by Warren and Kathy Pierce, handed out three best in show trophies- 1940's & Prewar went to Dan Leonard's unique TC Special. 1950's went to David Good's beautiful MGA, and 1960's went to Mike Adams' ex-Al Pease MGB. The

Competition



Pierce Manifold Weber Award went to Mark Brandow's beautiful and fast grey Weber carbureted MGA. Warren Pierce was quick to point out that they changed the criteria from "Weber equipped" to "Weber Powered" after hearing rumors that Scott Brown had schemed to bolt an old Weber carb to the floorboard of his sparkling MGA 'the Pile'. Foiled again, Scott! Longest tow went to Joe Lightfoot from Ontario(4570 km) , while the Car and Driver Trophy by TRL Race Engineering went to Jim Weissenborn's Byers MGA Special. Huffaker Engineering "Best Presentation of MG" went to Will Carson's Midget. Special guests for the evening included Joe Huffaker Sr., and Joe Huffaker Jr. Guest of honor for the evening was Bill Haener, who drove his MGB to victory at the first ever event at Sears Point! Many thanks again to Jim Weissenborn and family for a fantastic banquet!

Sunday dawned bright and shiny as had all our days in Sonoma. After a quick breakfast at Inn Marin everyone made the fifteen minute trip to Infineon to prepare for All MG and Group practice followed by races. Following our practice sessions CSRG held what they call a 'mechanic's picnic', where racers are allowed to gear up a passenger and take them for a trip around Infineon. This practice proved to be popular as there was no shortage of race cars with passengers being driven rather vigorously around the track. Following this folly came the group races. MGs were bunched in Group A (prewar, T Series and a few MGA) and Group B (faster MGA and MGB) for their CSRG group races. While I don't have group results for this report, I can tell you that MGs acquitted themselves quite well in both groups with Scott Fohrman (MGB), Harry Gentry(Midget), and Joe Lightfoot(MGB) running near the front of their race group, while I am fairly certain that David Good(MGA) and Don Martine(vonNeumann Special

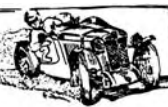


Ferrari

TD) were somewhere near the front of Group A. The final race of the day was the All MG race-most of us were chomping at the bit to show what we learned throughout the weekend. This half hour session saw some of the best racing action of the weekend with Scott Brown, Harry Gentry, and the Lamantia duo duking it out in the front of the pack, closely followed by Scott Fohrman and Joe Lightfoot. Your truly was a few seconds back dicing with Tom Tuttle, Malcolm Cox, and Brian McKie. Malcolm Cox had to be not far behind. Other action included Bob Schoeplein, Jim Weissenborn, Ralph Zbarsky (or his son Michael-I am not sure who ran the twin cam in this race) and Dick Powers, and the Prewar and T series dicing of Dan Leonard, Michael Jacobsen, Ernie Page Pete Thelander, Jim Buell, and maybe Lawrie Alexander. I would assume that Tom Morgan and Dave Good were not far behind me dicing it out while Donald Dickey in his ex-Huffaker MGB was probably in front of me giving chase to Scott Fohrman. Don Martine got a bit sideways in turn 5 but in true west coast race fashion he dampened his finger, got a read on the wind, straightened things out and was on his way in short order. If I missed anyone, please forgive me I write this by memory. There was some attrition during the course of the weekend-Dave Smith lost a rod bearing, Malcolm Cox blew a head gasket but made necessary repairs, Will Carson met with an oily race line and came together with Donald Dickey; both were repaired by day's end Saturday. Mike Barstow had an engine mishap of unidentified nature early in the weekend, as did Mike Adams. So who won the race? Harry Gentry and Scott Brown separated themselves ever so slightly from the Lamantia gang and exchanged the lead almost every lap, with Harry Gentry pulling off the pass and the win on the last lap! I hear it was exciting.



Competition



Nobody could have asked for a better weekend of MG vintage racing. CSRG went way out of their way to make our guest racers feel comfortable and welcome. Many thanks to CSRG race director Tom Franges, and board member and MGVR Gary Anderson for contributing their considerable talent and influence to making this an unbeatable Focus Event. Thanks goes to the indestructible Scott Brown and inexhaustible Jim Weissenborn for their efforts on behalf of this event. Thanks also to Dan and Vicki Leonard for bringing and manning Regalia, and a special thanks to Vicki, Glen, Jane, and Joan (anyone I am missing?) for our Saturday and Sunday lunch buffets. High fives to Warren and Cathy Pierce, Pebble Beach Sports Car Club, and Pierce Manifolds for their enthusiasm and support of our focus event. Another 'thank you' goes to MG Owners Club for their hospitality table with donuts and other fan favorite snacks. One last thanks to the MG vintage racers who participated.

A huge thanks to Scott Brown and Jim Weissenborn for spearheading this second West Coast focus event. Thanks to Joe Huffaker for taking time to lead a tour of his storied garage. Thanks to Gary Anderson, CSRG and their leadership for hosting our West Coast Focus Event!

Competition



West Coast Focus Event With CSRG



Burgess



Ferrari



Ferrari



Holle



Meyers



Holle



Would have liked it if the door prize was actually a new rod bearing prize. However, the door was great too –Michael Zbarsky

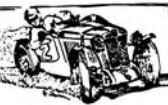


Just found a Dennis Gray photo of olde 222 working hard in Turn 11 at Sears Point. I wonder if it's time for new springs and shocks?



Best dice was with son Michael, who is a much better driver than me. Second best was with Fast and Furious Dick Powers, who planted his size 11 through the floorboards, but came up 10 feet short. HAH!

Competition



Ford

Holle



Free Access to the Suite was awesome. Inn Marin was Awesome. Availability to a good mix of off hotel restaurants was very good also. I enjoyed meeting the members of the MG Owners club, and reuniting with one of my dearest friends Mike Jacobson (the other one).

—Dave Smith



Powers



A well organized banquet-enjoyed the food, pre-dinner go faster lubricants and the usual special camaraderie. How do you improve on that ?
—Mike Barstow



We did muscle our way into the banquet and had a great time. Writing a cheque in Canadian funds, or US funds on a Canadian bank would have just messed things up for Jim ... and he was good enough to find us space and accept cash.
—Mike Adams



Competition



It was fun to come from 42nd place to 16th and see all the neat MGs on the tarmac. I truly appreciated all the members who came from the east coast. I know what an experience it is to drive coast to coast.

—Don Martine



... it took the hot MGBs 4 or 5 laps to overtake me at the back of the field.

—Pete Thelander





The racing experience was excellent. Lots of track time and good guidance on running the track allowed my to gain confidence & some speed as the event progressed. I ran in A group and had some good dices with a local Alfa and Triumph Spitfire. We had a pretty competitive "cluster" that made for some good racing.

—David Good

Competition



Leonard



My best memory of the event was having those local front runners come up to Scott Fohrman and myself and let us know that they had set there best personal times at Infineon during that race.

—Donald Dickey



The highlight for me was racing with you (editor) and Brian until I had the boo boo in turn 2.

Ferrari



Burgess

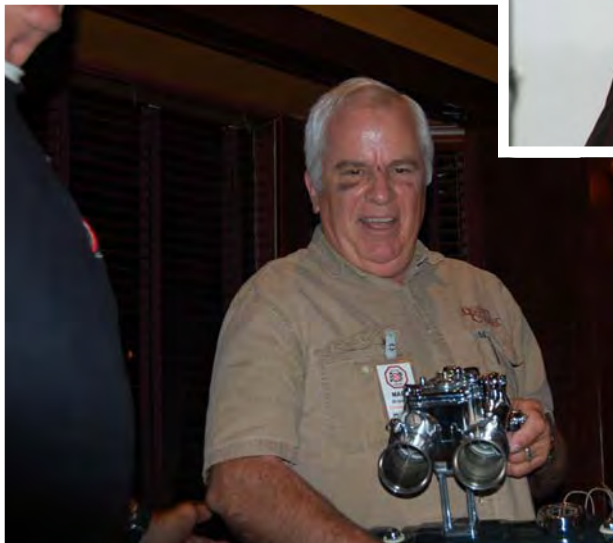


Competition



Infineon Focus Event

Burgess



Leonard Photos

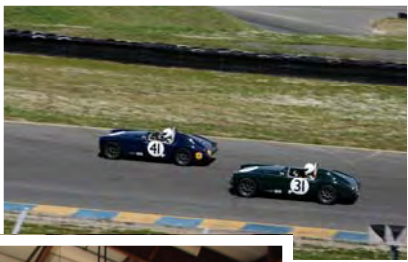


Competition

Burgess



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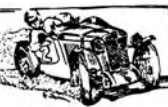
Leonard



Brown



Powers



Lime Rock Park Fall Historics Focus Event

—Report by Chris Meyers

photos as credited

Focus Event participants were greeted by unusually warm weather for northwestern Connecticut in late August/early September. Thursday's activities included the first ever parade/tour of the greater Lakeville/Salisbury area that led us from the track to Hotchkiss School, to Lakeville and Noble Horizons retirement community in Salisbury where the residents turned out in force to cheer our vintage steeds on. Leaving Salisbury, we enjoyed several miles of the the most picturesque New England countryside as we drove back roads to Falls Village and an awaiting block party at the Falls Village Inn. After mingling with the townsfolk and fellow racers and car aficionados we sort of found our way back to the track to prepare for the next day's race activities.

Sunday is a 'quiet' day at Lime Rock Park with their Concours in the Park, and marque car shows, followed by our MGVR Banquet. We were fortunate this year to enjoy two VERY SPECIAL vintage MGs at the Concours; The ex-Miles Collier Leonidis joined a special K-3 ex LeMans racer from the Fred Simeone collection. Both were a big hit all weekend!

Donaj



Donaj

This year MGVR celebrated its 30th birthday with a banquet at the track where over 110 MGVRs and friends enjoyed a buffet of roast beef, pastas, chicken and Harpoon on tap, along with a birthday sheet cake (or two) thrown in for good measure. MGVR traditionally has at least a few awards to attend to at our annual banquet-and this year was no exception. MGVR Founder and current PR guru Greg Prehodka was presented with a Super Size tee shirt adorned with signatures of MG racers who attended our 30th birth-

Friday once again threatened to be sunny and unusually warm. Racers looked forward to a fine day of group practice and qualifying. Friday's big treat was the end of day party under the big tent where racers and crew enjoyed the company of their fellow competitors while listening to race stories courtesy of Murray Smith and Group 44 owner/racer Bob Tullius.

Saturday promised to be as warm and sunny as the previous two days. With racing and more racing on the schedule, of special interest to our gang was the All MG race for pre-war, T Series, and MGA where Carl George brought home the 1st place trophy, followed by Storm Field and Bill Bartlett. First T Series was Skip Day in his Devin MG followed by Paul Fitzgerald and Frank Filangeri. First Pre-War was Frank Mount in his TB Special "Babe".



Leonard

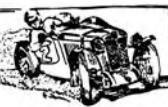


day party! Congratulations to Greg and MGVR for 30 years of vintage racing excellence! Also on tap was the awarding of the Bill Parish award to Roger Morse, who many of you will recognize as the owner of the “Dangerous Goods MGTC (see recent newsletter for more info). This year’s *Spirit Award* winner, as voted on by MG vintage racers, was Dan Leonard! Dan now shares honors with his wife Vicki, who won this award at our VRG event at NJMP in 2008. Congrats to Roger and Dan for their most deserved awards!

Our guest speaker at this year’s banquet was Skip Barber, who shared with us his many ups and downs as MGTB



Competition



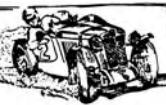
owner and college student who wrestled with Lucas Mishaps, love lost and parental interference. Following Skip’s enjoyable trip back in time we were treated to another trip to the past when John Fitch took to the podium to share with us his stories of racing for Porsche, and Mercedes.

One of the most anticipated moments of our banquet went almost unnoticed when a forgetful editor announced that MGVR’s 2012 Focus Event will be with VSCDA at Grattan Raceway in Michigan August 17, 18, and 19. Those of you familiar with this event will recollect that John Twist of University Motors throws his MG Summer Party at this event-save the date!

Monday’s race ritual included group races and the “All MG” race for Midgets and MGBs, with Alan Tosler (MGB) outlasting MGB pilot Butch McKenzie for first/second, followed by Harry Gentry (Midget), followed by Bill Shields, Mathew Hagopian, and John Targett. Afternoon group races were met with monsoon rains but with that in mind it pleases me to report that the “Best of British” 1950’s small bore group was a MGA sweep with winners being Bill Bartlett, followed by Storm Field and Len McCue. Great fun in the pouring rain!

Many thanks to the volunteers including Larry Smith, Greg Predhodka, and Dan and Vicki Leonard. Thanks to Murray Smith, Skip Barber, Jeanette Veitenheimer, and the LRP Staff, along with VSCCA including John Scheiffilin, Bill Gellis, J.R. Mitchell and others who volunteered. MGVR had a great time at LRP’s reinvigorated Fall Historics!





lime rock histories-what you said

We had an absolutely fantastic time. That included my wife and three crew members, all of whom traveled all the way from Florida to attend this event. All the races were great and provided lots of time on the track to dice with the other MGs but it was fun to outbrake Lulu Wang (in her 5.2m Ferrari) going into turn one with my 1/4 size motor. The best time on the track though, was racing in the downpour Mon. finishing third! I love racing in the rain!

—Len McCue



The All MG race was fantastic as usual. I find it hard to imagine that other marques have as much fun and "all for one, one for all" attitude.

—Jeffrey Renshaw



It was the best I have attended with the fantastic track and the parade. There were four of us TCs dicing—I had a super time. The banquet was great-good food and good speakers.

—David Holmes



I was on the grid in plenty of time for the MGB/Midget race. It was a great thrill coming down the strait to take the green seeing nothing but MGs in front and in the mirrors. I had a pretty good race for a bit with Randy Byboth in his very pretty and quick Midget. Found the puddle at the apex of the downhill once, got a little loose, but kept it pointed in the right direction and remembered it on subsequent laps. The race qualified as great under my rating system.....If I finish, it's a good race; if I pass someone; it's a great race!

—Paul Trout



One highlight of my weekend was following the parade in my SUV and picking up the pieces. I found Jim Juhas and his wife broken down on the side of the road in Lakeville. I shocked all of us when I was able to diagnose the problem and pull out a spare coil. Jim was back on the road in five minutes!

—Mark Sherman



For me, the best dice was helping Frank Mount sort out the miss he was having problems with and getting his car working and on track. Frank Filangeri needed a tappet cover nut, and I just happened to have one. MGVR, and in particular the T type racers, have done so much for me that I feel good all over if I am able to contribute in even a small way. On track I found myself on the grid with another TC. It was Mark Brandow's 1947 and had number 470, mine is a 1948 and has number 480 – we were both feeling pretty pleased with ourselves about being so clever.

—Roger Morse



Thought LRP did a great job - I liked they split the slow and fast cars into two groups. It was all good for me.

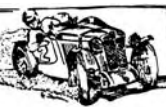
—Alan Tosler



The all MG race was awesome. Even though my car crapped out on the third lap, being on the track with the MG guys was just great.

—Andrew Hiller

Competition



Very light race experience this year. This was my first trip to the LRP Historics. But on the first session out on Friday I broke my generator shaft which drives my valvetrain gear. Was able to source one, rebuild on Saturday, and ready for sessions on Monday. However, other gremlins struck on Monday, so very little track time this year. Car is a 1935 MG P-type with a Lester body, GUR963 reg.

—Jason Urban



Monday brought a little rain and my fortune started to change. I was able to shed my Limerock Jinx, and won the two group 5 races in the race. Did I mention that I first came to race at Limerock in 1985 and have had bad luck and misfortune ever since. I sure hope the Limerock Jinx is gone for good.

—Harry Gentry



Racing was great. As you know my son Colin was also racing TC # 68 and we had a great time dicing all weekend long. The T Group sessions were all fun and we missed the rain on Monday. What could be better. Got a third place on Sunday for some category, can't remember which. All MG race was just as much fun as the rest, couldn't be better. Sunday banquet was very good and enjoyed the comments even if Meyers cut me off before I could thank him and Prehodka.

—George Smith



The group racing was good; over the 3 days and something like 5 races I had so many dices I can't say which was best. I enjoyed being on the track with just MG's, as in my normal group there were a few Pre-war cars that were much faster but I didn't have that issue in the all MG grouping.

—Ed Callo III

Donaj photos



"MGVR Central" was wonderful as usual and the hospitality of Vicki and Dan always amazes me.

—Peter Ross

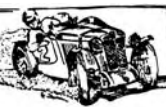


My wife and I really enjoyed the parade through NW Conn, especially the visit to the nursing home. The banquet was great.... good food, made new friends and thoroughly enjoyed the speakers.

—Tom Knorr



Competition



Sherman photos



Okay...now for the best dicing. I spent a bit of time talking through the course with a couple of MGA drivers from the south and they listened! Great fun driving with Carl George in his beautiful and fast roadster and Bill Bartlett from Atlanta in his very fast coupe throughout the weekend. Both drivers handled their cars well and were gentlemen on the track to boot. I had no qualms running tightly, when I could, with either of them. Managed to sneak by V.Carl in traffic, but positioned myself wrong a lap later, so he exchanged the favor on the final go round to take the lead and the win. Couldn't have been happier for him and the Zapata team...what a nice group. Of course, we're looking forward to next year's Focus Event where the Joisey Boyz will enjoy a cold dish of revenge! By the way, wonderful camera setup on the Zapata car and terrific video of the racing .

—Storm Field



It was a great experience. Loved the track. Very well run. I very much appreciate it when an organization keeps to the schedule. Even the tow truck operators were quick and efficient which helped keep us on schedule. The bottle of wine with our cars photo on it was a nice touch. Having a drivers lounge with continental breakfast was also nice. I enjoyed the trip into town with our race cars on Thursday night, especially the run through the retirement residence. The mini banquet Friday night was great. I enjoyed the car show on Sunday far more than I expected. Our MG banquet with guest speakers John Fitch and Skip Barber was very enjoyable. And of course you can't beat the MGVR camaraderie.

—Joe Lightfoot



The racing was absolutely fantastic as always-we do these events at cool historic tracks that remind us of why we do this in the first place. No best dice but great racing with really diverse big money cars...

—Chris Bryant



I had many fun dices with Storm in his blue coupe. The moment that made me laugh the most was when he came up to me after the qualifying race to share anecdotes. He was driving better and faster in the turns and my car pulled faster on the straights (thank you Kent Prather). As I got the jump at the start he pulled up behind me and would not relent. All I saw the whole race was his blue cowl and grill. When we were sharing stories afterwards I thought he was driving a roadster, and I said all I want out of the weekend is to be the fastest coupe. That is when I found out he was driving a coupe. Oops. It all worked out in the end- he took second place in the MG race (first of the coupes) and I third, and then on Monday I won the Group race in the rain. So we can both take claim to the fastest Coupe wet and dry.

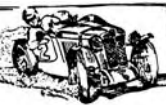
—Bill Bartlett



The MG race was driven pretty hard by most drivers, but was pretty clean. Butch pushed me way off-line at West Bend and we swapped positions a couple more times and crossed the line side-by-side. I talked to him after the race and told him I didn't appreciate his West Bend move, but the friendly discussion turned into great bench racing and I got some good tips which helped me on Monday. We're buds now!

—Robert Brownlee-Tomasso

Competition



Of major concern to me was when my daughter Rachel went out in my MGTD in her first session on Friday morning and got towed in. As I watched her being towed in, I was worried that the MG had a major problem for the weekend and we would be nothing more than spectators! Fortunately it turned out to be just a minor water leak on the engine that was easily fixed. Typical of the MGVR camaraderie, I did not have the gasket I needed to fix the problem, but asked around and MG racer George Smith had what I needed, and he gave it to me! Thanks George! MG ran fine the rest of the weekend! And the banquet? A MGVR tradition with my MG buddies. Two most interesting guest speakers. Many thanks to all for the driver's signed MGVR 'T' shirt presented to me. Where have 30 years gone! A most enjoyable way to spend a Sunday afternoon.

—Greg Prehodka



I was in the Monday MG race group and we were fortunate to have a break in the bad weather during our session. I always enjoy racing with the MGBs as I get to run with some of the others guys. The MGBs and Midgets form a natural race group with lots of competitive racing throughout the field. I was able to pick up a few spots on the first lap, first in Turn 1 and then just after the lefthander when the yellow MGB got loose and cars ahead of me scattered to avoid the situation. Richard Navin got caught up in the spin at the lefthander and his move to avoid dropped him back a bit. But soon I saw his green MGB in my mirror. My motivation from that point to the end of the race was to keep him back there behind me. I think he could have caught me if he really wanted to but he was too much of a Gentleman to push the

Garcia



Prehodka



LRP personnel did an outstanding job; I really like the track. As far as my on-track experience, it seemed like I had one minor problem after and another...after three or four laps I had to come in fix it. The only fun was starting from the rear and trying to move forward.

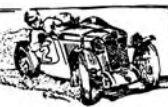
—Jack Cassingham



Richard Navin and I seemed to end up (or start out) near each other in most of our sessions. I had a great time dicing with Richard and always felt safe when racing closely. Overall, the Lime Rock staff did an excellent job. The facility, the assigned paddock spaces, the drivers lounge, the rented showers, the excellent Friday evening dinner, were all appreciated.

—Jim Austhof

Competition



I had any number of good dices out there as I passed a number of cars moving up through the ranks, but the one that stands out was the one with Rob Tornasso, in his (and his Dad's) beautiful MGA. We ran very close together and I was only able to get by because I knew the track a little bit better. By the last race of the weekend, Rob had "gone to school" on me and was able to get by, right at the end.

—Butch O'Conner



Prehodka photos



This was my first time to Lime Rock and I was asking various drivers how they drove the course. Storm Field was especially nice - he instructed me turn by turn. Little did we know that we would be swapping places for first place in the All MG race. I got a good jump on traffic and was in second place behind Chris Meyers. I saw in the first lap that Chris was faster and did not touch his brakes (which I was doing) in the uphill or downhill parts of the track so I planned to try to drive like Chris and to catch him when we got to traffic. I was very surprised when Chris pulled off the side road in turn one (argh-editor) and I found myself in first place for the first time in a race and at a first time track. I thought it was now only mine to lose. Then I got into traffic and saw Storm had caught me! There were two T series cars side by side in the "left hander" and I followed the left one and Storm followed the right one. He made the better choice and passed me and the T series cars in "no name straight" and was gone like a shot. I then next lap caught him in the "left hander" behind a car and this time I went left again and it worked so I passed them and was able to stay in the lead to the end of the race. Storm had given me great instructions and we had a fun safety fast race! I think Storm and I would have been chasing Chris if his engine had held together!

—Carl George



Leonard



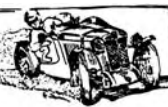
Powers

I was nursing an ill MGA but finally found I was chasing two problems at once: a bad valve (seat loose) and bad ignition. Although I had a few decent laps, memorable was the monsoon race where I found myself running blind in a sudden down pour and put my left wheel into the lake inside the left hander and reportedly disappeared from view briefly. In the same funfest I finally got by Tom Jaycox, Jr. in his XK-120 on the inside of the left-hander. in the deluge...cheers for Vredestein street radials!

lems

—Jim Warren

Competition



Saturday at Lime Rock was the most fun I've had in at least six seasons!! And I had no real dices! I had a dead generator and a dead battery on Friday, and I missed both practice sessions. Without Friday practice times, I started last in group Saturday morning. It was neat. I targeted each car in front of me one at a time. Lime Rock is Honeybee's favorite track, and we really had a ball moving through the field. I ended up just about mid-pack at the checker. The All MG race was a repeat of the two Group races. I was again gridded last on the basis of no Friday times. Gene Myszkoski, bless his soul, asked to be last because he had a very sick engine. I haven't seen Gene in ten years, and we had a fun conversation there in the far corner of the grid. Gene was determined to make the All-MG Race, and he nursed his dying MGA around for 3 laps. The only difference about starting in the back of the pack this time is that all the cars ahead of me are my buddies. It's an absolute hoot to try and work my way up the field. On reflection, I had more fun than a guy is entitled. I had three MGs in my sights about a hundred yards ahead when the checker fell. For the first time in a long time I really wanted the race to continue for another three laps (usually I'm totally bushed). I sure would have had even more fun trying to catch those other three MGs.

—Bob Schoeplein

Donaj



Leonard

Prehodka



This was my first trip to LRP, and thoroughly enjoyed the track, the MGVR group, and the scenic drive around the area on Thursday night. The highlight for me at these events is always the special MG races, and this was no exception. After getting off track avoiding the collision in lap 1, I rejoined the race near the back. Driving through the group is always fun.

—Richard Navin



Group 1- it was inevitable that the Alfas would be out front and there were a couple of other fast entrants – a Bugatti & a Ford Dreyer. The start of the first race was somewhat unusual in that a dark streak with 3 wheels must have inadvertently switched his rocket boost on as the green flag wavered. All of a sudden 5 or 6 cars found themselves chasing an (over)wound up tricycle. I think he won some award because he had a black flag, which was only pointed towards the rest of us. Anyway the rest of our Group 1 races were just a repetition of overtaking, lapping, being lapped, sliding to the edge of the track and practicing 4 wheel drifts – pretty boring, regular everyday stuff !!! Fortunately I was using a new video camera and it had wide screen capability so it was able to capture the full width of the Ford Dreyer on the twisty bits.

—Mike Barstow

Leonard



Powers



Competition



Leonard photos

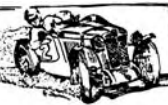


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—Bob Schoeplein



Competition



All photos by Greg Prehodka unless noted

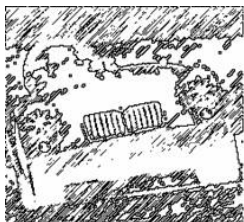


Leonard



Competition





SAFETY FAST NEWS



Significant MG Races for 2012

The Classic Motorsports Mitty lanta

April 26-29

Road At-

www.themitty.com

This year's Mitty celebrates the 50th birthday of the TR-4 and the MGB. Special guest includes Cas Castner. The big feature for MGB owners is a gathering of the largest group of MGB GT V-8 race cars in recent memory with Jerry Richards, Les Gonda, Bruce Blakeley, Don Munoz, Bill Bartlett (borrowing a V-8 from Jerry) and Jim _____ participating. This is another DO NOT MISS British race event!

Marvelous May Races

May 18-20

Eagles Canyon Race-

way www.corinthianrace.com

This year's CVAR May spectacular includes the second annual British Small Bore Feature. MGVR subscribers are encouraged to join up with CVAR at Eagles Canyon Raceway in Decatur Texas for some good racing and great Bar-B-Que. Eagles Canyon Raceway is a fun, challenging 2.5 mile road course with 70 feet of elevation change and loads of character.

VARAC's 2012 Canadian Historic Grand Prix

June 15-17

Mosport

www.varac.ca

This year marks the 34th running of VARAC's vintage festival. As always, VARAC welcomes MG vintage racers and sponsors the Simms Cup Trophy for MGs. This year's event also features the only Canadian round of the Small Bore Challenge Cup, an enduro series for small bore vintage and historic racers.

Portland Historic Races

July 6-8

Portland International Race-

way www.portlandhistorics.com

The Portland Historic Races feature over 250 prestigious historic race cars grouped by horsepower and speed potential. Boasting an open paddock, the Portland Historic Races allows fans the opportunity to interact with vintage racers and their crews. This year the Portland Historics celebrate the MGB's 50th Anniversary. Sanctioned by HMSA, an organization that emphasizes the proper preservation and proper use of vintage race cars.

Pittsburgh Vintage Grand Prix

PVGP Historic Races at PIRC (formerly BeaveRun)

July 13-15

PittRace

www.pvgp.org

The opening race weekend in the PVGP Grand Prix, PVGP Historics celebrate their 30th anniversary by naming MG at their featured marque. PVGP Historics again this year will feature the second annual Donna Mae Mims Spridget race for all Midgets and Sprites. Last year's first DMM race was a huge success-show up for this year's race in pink and receive special recognition! There's plenty to enjoy at this race, including kart track racing, and Candy's Rides-PVGP's charity hot laps.

Schenley Park Vintage Races

July 21-22

Schenley Park www.pvgp.org

The Gold Standard of Vintage Race weekends, and only vintage race in North America raced on city streets, the PVGP Schenley Park races are also featuring MG as Marque of the Year, with special race cars and show cars slated to participate. Wayne Carini has been named honorary race director and will race his MG ND at Schenley Park while tapping a new segment for his "Chasing Classic Cars" TV show. If you have never raced your MG at Schenley, this may be the year to do it.

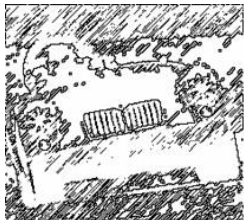
MGVR Focus Event with VSCDA at Grattan Raceway

August 17-19

Grattan Race-

track www.vscda.org www.universitymotorsltd.com

continued



SAFETY FAST NEWS



Significant MG Races *continued*

MGVR's 17th Focus Event is being held in conjunction with University Motors famous Summer Party. Still lots of planning ahead of us but expect to enjoy special All MG races, MG car shows, MG tech sessions, -all sorts of special MG stuff. VSCDA is rolling out the red carpet for MGVR with our own paddock, and special all MG races including the third and final race in VSCDA's 2012 Vintage Sprite and Midget Race Series. Located just 20 miles from Grand Rapids, Grattan Raceway offers amenities such as a swimming pool, on-site camping and easy access to track viewing.

US Vintage Grand Prix and Collier Cup Race with SVRA September 6-9
Raceway www.svra.com

Watkins Glen International

This is an event many of you are familiar with. The 2004 event still holds the North American record for most vintage race MGs as 143 MGs participated in that year's focus event and Collier Cup races. In 2011 over 40 MGs participated in the Collier Cup race and related activities including the tech session at Smalley's garage, the race re-enactment where selected racers drive the old race course at pursuit speeds, and of course the downtown festival, where 30,000 vintage race fans line the streets to greet the re-enactors. A great event at a storied track.



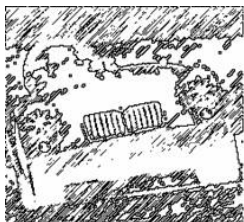
More News

I just received a mailing from the Vintage Sports Car Club of America (<http://www.vscca.org/>) on "**The Elegance at Hershey**" for June 8-10 this year. It includes a number of activities for the weekend, at and around the historic Hershey Hotel, Pa. (<http://www.thehotelhershey.com/>), including vintage cars racing up the back road to the Hershey hotel. And right next door is the Antique Automobile Club of America Museum, with fabulous cars and displays! (<http://www.aacmuseum.org/>) If you are not familiar with this event yet, check out its web site below for more information and *let you club members know about it.* **Chocolate anyone!** Bring the family to this one! Lovely, fun, Hershey Park nearby too! An event with something for everyone! <http://theeleganceathershey.com/event/schedule-of-events/>

Greg Prehodka, Publicity Coordinator, MG Vintage Racers

Photos of Schenley Park *courtesy Greg Prehodka*





SAFETY FAST NEWS



Pittsburgh Vintage Grand Prix 2012-30th Anniversary Featuring MG

reported by Greg Prehodka

If you never have attended this “*festival*”, please understand that it is a unique vintage racing and car event in North America that should be on everyone’s “*Bucket List*” - especially this year, because MG is the “*Featured Marque*”! Let me explain why! I raced my MGTD in its inaugural race in 1983 and a number of years thereafter, including 1991 when the MG T’s were featured, and for its 25th anniversary. I’ve watched it grow from a simple vintage car race weekend to a 10 day long “*festival*” with many car related activities: Car shows, drives, parties, dinners, rally, waterfront “Cruise”, displays, happy hour fun, etc. Over its 30 years, it has raised **over 3 million dollars** for the Autism Society of Pittsburgh and the Allegheny Valley School. First of all, it’s not just a race or an event - it is a 10 day long “*Festival*” put on by the Pittsburgh Vintage Grand Prix Association, with something for everyone. Good fun, good races, good car shows, good charity causes! It is community supported with around 1,200 local volunteers running it (*bless them!*). And there is no admission fee for watching the races in lovely Schenley Park. Besides the races, many car clubs also participate in the event with supporting car shows and activities. It has national status, with many thousands of car enthusiasts coming from everywhere! MG is the featured marque this year, plus there will be some special accents honoring the MGB - celebrating the 50th anniversary of its introduction in 1962. Overall there may be around 200 vintage cars racing in seven different classes, including over 40 MGs of all types - from Pre-war MG’s, T’s, A’s Midgets, B’s! “*All MG Races*” will be included! Not only can you enjoy watching these thoroughbreds dicing it out at speed around the course, and hearing them roar, but you are welcome to inspect them up close and chat with their drivers in the racer’s paddock area. *This ain’t NASCAR!* These MG racers love their MGs as much as you love your own vintage cars, and they are most happy to talk to you about their valiant steeds! Plus for a small donation, only street MGs will be offered the opportunity to do “*Parade Laps*” around the 2.3 mile, 23 turn, race course Sunday morning! A beautiful drive, from the driver’s seat, to see the course from! (*at speed it’s even more thrilling!*) Along with the Schenley Park races, there will be the adjacent “*International Car show*” with **over 2,000 cars** participating in 15 different marque groups! As part of it, there will be **both** a “*MG Car Show*” group and a “*British Car Day*” group adjacent to each other. You can enter your MG in the MG show if you wish (*see web site*). Over 500 British cars are expected to participate in the shows, on a golf course overlooking the race course. Vendors of all kinds will be set up selling food, souvenirs, and other neat “stuff”. A catered luncheon, ordered in advance, will be available for \$20 to MG car show entrants, featuring English cuisine - if that’s your taste. There

even is a FREE Shuttle bus service to get you around the miles of track and shows. Plus I’d suggest that you make a stop at the most impressive *Phipps Conservatory and Botanical Gardens* adjacent to the race course.

I could write volumes on all that this awesome event has to offer, not to mention other attractions of Pittsburgh and nearby vacation opportunities! It kicks off with a Black Tie party on Friday July 13th, then vintage car races at the nearby *Pittsburgh International Raceway* track that weekend, followed by a week of activities, ending with the Schenley Park races and car shows July 21-22. PVGP has a great web site providing **EVERYTHING** you would like to know about it – and more! Just go to: PVGP.org to get the full story. It has been 21 years since MG was last featured at this event – so you might have to wait another 21 years for MG to be featured again – that would be **2033!** *Can you wait?* That’s why this year it should be on your “*BUCKET LIST*” to attend! Bring your MG, the family, and your friends. **Make your room reservations early!** *You will NOT be sorry!*

Key Contacts:

Pittsburgh Vintage Grand Prix: www.pvgp.org

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<http://www.greaterpghmgclub.org>

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MG Vintage Racers

On the web: MGVR.org

Pittsburgh Chamber of Commerce [http://](http://www.pittsburghchamber.org/)

www.pittsburghchamber.org/

2011 PVGP on You Tube:

<http://www.youtube.com/user/OfficialPVGP#p/a>

Take a lap of the “race course” on “You Tube”

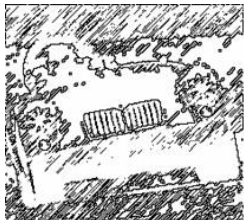
http://www.youtube.com/watch?v=v2O4N7N6B_U

Phipps Conservatory and Botanical Garden-

sphilpps.conservatory.org/

Pittsburgh International Race Complex

www.pittrace.com/



SAFETY FAST NEWS



Doff of the Cap to the MGB! **Honouring the MGB racer and car capturing the look and character of the period**

MGVR subscriber and MGB racer, John Ruth is donating a special perpetual award to be presented at MGVR Focus events, starting with the 2012 Focus Event at Grattan raceway in Michigan.


The award is to be called the “*Doff of the Cap*” Cup, and will be presented to MGB racers who are dedicated to preserving the race heritage of the iconic MGB 4 cylinder sport car. The MGB has raced in all forms of motorsport for 50 years; on this side of the pond, it has captured countless wins in SCCA production car regional and national classes, not to mention SCCA championships.

Often times historic racers get caught up in the red mist of fielding a car prepared and modified in the name of quicker lap times, ending up in a sports car that is but a mere shadow of its old self.

There is something rewarding about competing in a historic race car that is prepared to its period standards. Often times these “period” cars are not in the overall placings at historic race meetings, but be assured that the drivers and spectators are rewarded with something more tangible and long lasting- they experience a glimpse of the past. The more originally prepared cars, drift a bit more, sit a bit higher, lean in the corners, all done with a character of a car that has a “been there and done that” attitude.

With the 50th anniversary of the MGB, it is time to honour the dedicated enthusiast racers who strive to go the extra distance and invest in time and funds to preserve and prepare a MGB to a specification and appearance that is aligned to its period original guise. In other words, John Ruth and the MG Vintage Racers are Doffing their Caps to the historic MGB racers.

Safety Fast and Happy 50th to one of the iconic English sport cars of all time.



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The vintage spirit...

...is pushing on.

Catch the spirit in 2012 with three exciting series:

- Vintage Sprite & Midget Race Series
- Trans Am B-Sedan Series
- Vintage V Race Series

For more information go to www.vscda.org



Betsy Sodergren, editor of VSCDA.org and originator of the VSCDA Annual Photo Contest writes

CONGRATULATIONS, MANLEY! Your photo “Clean Sweep” took first place in this year’s contest and will be featured in VSCDA’s ad in the December issue of “Victory Lane”. Please see the attached ad, which was created by Chris Bonk. We also will be announcing you as our winner in VSCDA’s November Newsletter, which will be posted on our website later this week.



MGB Racing-A FamilyAffair

By Mike Kusch edited by Greg Prehodka

I have always been into cars. American, British, German - I like 'em all. While growing up my father took me to Vineland Speedway, in Southern New Jersey (*now a ghost track*) where we were thrilled watching Bob Holbert and Bruce Jennings in their 356 Porsches beating up on the Corvettes! Since my younger days, British cars and motorcycles always caught my eye and tugged a little at my shirt sleeve. To my father's disappointment and dismay, he was always curious why I liked the British cars more than Porsches (*he was a Porsche enthusiast*). Although he still doesn't understand this, he remains proud that I am out there racing my MGB and he enjoys coming to my vintage races, even though he would rather see me competing in a Porsche!

It all started for me in my youth at the Saturday night street races in Asbury Park (New Jersey), even before I had my driver's license. All types of cars could be found racing there - mostly hot rods - with any kind of match races from a VW beetle vs. MGA, to a Triumph Bonneville motorcycle vs. a Corvette - and the Bonneville usually won! It was insane, but a great way to grow up, and that's when I caught the racing bug! What made it even more exciting was that I had to sneak out of my home by climbing out of my bedroom window and down the roof, and then ride on my English racer bicycle just to find out where all the engine revving noise was coming from!

During the 1970's I became a Chevy guy and slowly built a drag racer from my future wife's 1968 Chevy Nova. First I talked her into replacing her VW Square Back with a nice Chevy Nova. Once she had it I convinced her it needed a new engine and I built a motor for it. Then I gave her wheels for it; then other stuff, and painting it. Before she knew it I had turned it into the full blown drag car with aluminum rod roller cam, Vrodix heads, etc. It ended up with a 354 cid block that made around 700 HP, which I ran in the Super Gas 9.90 ET class!

But the lines at the drag strip for ¼ mile runs of just about 10 seconds were just too long and hot on those July days. Sometimes it could take 4 or 5 hours just to get in one run. After one particularly hot Saturday I said "**Enough of this!**" and I sold the Nova and replaced it with a 1976 Triumph TR-6. I had really wanted an MGB, but the Triumph I found was in such stellar shape, I had to buy it! At this point my family was growing, so being involved in racin-

was not frugal - to say the least.

During this time, I also began dirt bike riding on various dirt bikes, including Bultaco Pursang 250; OSSA Phathom 250; and a Yamaha YZ490. I even taught my son Scott dirt biking. We had lots of fun biking together on Sunday afternoons. My interest in bikes continues to this day, and I'm currently models of when I was a kid, and now they were restoring a 1970 Triumph Bonneville Flat Tracker bike for the street, and I've also restored a 1968 Triumph Daytona 500 which I own.

Around 1987 I found out about vintage car racing. Here were race cars that I had build actually racing them - like Lotus 11s, Ford GT40s, and Scarabs! So to check it out, several of us went to Watkins Glen to see what this vintage racing was like. The forecast was for rain, so be also brought our fishing poles - "just in case". We arrived in pouring rain, but to my amazement the cars were racing in the wet! The very first race car that I saw was a British racing green Ford GT40 on the straight, with its lights and wipers on, kicking up a 20 ft. high water spray rooster tail! **THAT WAS SO COOL!** I was immediately hooked! Drag racing was nothing like this! This led to more trips to vintage races, but I wanted to be more than just a spectator.

British cars still caught my eye and I continued to regret selling my Triumph. After my trip to Watkins Glen, I thought I was in the market for a Ford GT40, but reality set in when I saw the small fortune they wanted for one! But luck would set my racing destiny. I had finished restoring a 1950 Jaguar XK-120 for a customer and he needed to pay me. Luckily, I had spied a former SCCA MGB racecar sitting in his back yard, and as part of his payment he agreed to give me that MGB! My vision was to make it into a Vintage Racer for myself - but that would take a few years.

About the same time my wife Nancy showed interest in MGBs for her own street use. A friend of mine told me about a nice 1974 MGB GT that was for sale at a neighborhood body shop. To get her enthused about my racing an MG, we promptly bought that GT and drove it up to Watkins Glen for a vintage race. She drove it around the track during their parade laps for street cars, and she loved it! Now she also owns a 1976 Triumph TR-6, a 1958 MG Magnette, and is still looking for more cars! Although she



loves the MGs, she claims she wants to be the next “Jay Leno car collector”, and she wants them all! So instead of getting her sparked for my racing, I’ve created a monster! What was I thinking?

After numerous evenings of watching the old “*Speed Vision*” on TV in the 1990’s - *when it was a great channel* - I managed to catch a few glimpses of MGBs running at LeMans and Sebring and four years later wah-la - I started building up my 1964 MGB Sebring Replica vintage race car. I patiently worked on it for four years until it was ready to race in 2000!

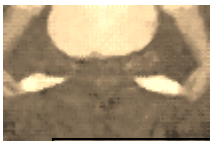
My first race with my MGB was at the Lime Rock Vintage Fall Festival in Connecticut in 2000, where Nancy was my crew. On the very first lap, of my first race, at the end of the main straight going into “Big Bend”, - a decreasing right hand turn - I missed my downshift from 4th to 3rd gear, locked the back tires up and promptly spun in front of the crowds watching! My MG made a huge rooster tail of dust as it spun off the pavement, but luckily, no damage! The first thing that came into my mind then was “*Whoa! Do I really want to do this?*” My second thought was “*Yes I do!*” and I finished the session - and the weekend! Now, this was great **FUN**! Since then, I’ve been racing my MGB in many vintage races, with a very satisfying degree of success. In vintage racing the real meaning is the spirit of just being there with everyone, enjoying our vintage racer cars at speed, and sharing the camaraderie of fellow racers and crews, but it’s still a lot of fun to run competitively! But when I have the opportunity, a favorite thing of mine is to pass a Porsche 356 somewhere on the track where my father is watching me from. Then as I arrive back at the paddock and see my dad there, no words exchanged between us and he knows that I am just rubbing it in. Racing has become a family affair for Nancy and me. It began with just us, and now my crew often list 12 members and counting at the races, including relatives and friends. Racing has taken us from Sebring, Florida to Mosport, Ontario, and many tracks in-between, where we’ve made so many good friends.

One of my vintage racing highlights was receiving the “**Bill Parish Memorial Award**” from the MG Vintage Racers, at SVRA’s Thunderbolt Historic Races in New Jersey this past September. This award is dedicated to the memory of MGTC vintage racer and enthusiasts Bill Parish, to whom the people, the fun, the stories, the friendships, and the MGs were the reason he loved to race his MGTC - not winning! He was a founding member of the Southeast Vintage Racing Association (SVRA) in 1980, and is still fondly remembered by his many friends. The MG racers vote to give this award annually to a racer who carries on Bill’s kind of spirit. When my name was called out, I was

totally shocked and lost for words! It was so unexpected and I was most honored that my fellow drivers voted me deserving of this award! Although racing is about going faster, helping others is also part of my enjoyment of the sport and it wouldn’t be a race weekend for me if I wasn’t involved in helping another racer - like helping Butch O’Connor changing the differential in his MGB at this race. (*supporting photo of this*)

Racing has turned from my hobby into a full time British car repair business for me, specializing in MGB’s. When I was younger, I never had enough money to hire someone to do my car work, so I learned to do car things myself. Things like building engines, doing bodywork, painting, etc. Over the years my passion turned into a part time restoration business, evenings and weekends. But once I started racing it then became my full time business. I just couldn’t do it part time anymore. That became the birth of my “*Hourglass Motorsports*”. My business does it all from small jobs to full race engine building, race car prep, and concourse restorations. We really enjoy working on MGs, Austins, and Triumphs. Nancy and I are also involved with several MG and car clubs.





Cheap? or Clever?... **WHATEVER!**



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

CHEAP TRICK # 8 – Differential Oil Changer

By Bob Spruck

MotorMouth/south



One of the messiest jobs on my 1967 MG Midget vintage racecar is draining and changing the differential oil. I use either a 4.22 or a 4.55 gear ratio depending on the track I am going to race on. The differential takes 90 weight hypoid gear oil which means it is much heavier and slicker than the 20w/50 Castrol I use in the engine and transmission. In addition, for some reason, the lubricant smells much worse than the engine oil. Draining the old oil is not too bad since the drain is on the bottom of the differential housing. The real tough part of the process is getting the used or new lube back into the diff. The problem is that the fill hole is on the back side of the diff case, about half way up, meaning the hole is on a vertical surface and you can't pour into it easily.

Some people fill the diff by jacking one side of the car higher than the other and pouring the lube down the open end of the axle tube on the high side so it flows downhill into the diff in the center. That seems to work OK but there is still the possibility of spilling or dribbling the smelly, super slick 90w onto the brake shoes or garage floor.

As usual, when I am challenged with something dirty, dangerous, uncomfortable, time consuming, inconvenient, or expensive, I try to figure out a way to avoid those adjectives. Clever is cool, cheap is important, but clever and cheap is what I seek. Some solutions are cheap rather than clever, others are more clever than cheap - whatever. As long as it works.

As I was disposing of some of our recyclables one day, I came across a pump from one of my wife's lotions. It looked too good to throw away, yet I didn't know what I could use it for. A short time later I was recycling again and saw a square, clear plastic jar that assorted salted nuts came in and had that same feeling – its just too nice to throw away and there must be some good use for it. Combining the two discoveries, I built an effective drain and fill system. The jar was made of clear plastic, had square, flat sides which makes it stable and easy to grasp, and had a wide mouth with a screw top. I punched a hole in the lid to match the body of the pump. I also drilled a small hole the size of the fill tube, so that when I am finished filling the differential, I stick the fill tube into the hole so it drains into the jar. I now drain the lube into the jar through the wide mouth, replace the axles or the diff, and then pump the oil back into the diff reservoir without ever getting any oil outside the system. What comes out, goes back in. I did mark the vessel with a line at the 1-liter mark so I could also check if the level was getting low or if I had to add new oil. When I fill the differential with new oil, I pour the new oil into the vessel up to the mark and then pump it into the differential with a couple dozen strokes of the pump.



Introducing Our *New* Subscribers ...



Fred McConnell	MGB	Jeff Rafalaf	MGTB
Dean Wood	Midget	Joseph Puma	Midget
Dave Good	MGA	Allen Johnson	Devin MGA
Ed Delong	MGB	David Conrad	MGA
Ron Novrit	Midget	Jerry Agan	MGTD
Jeffrey Sienkiewicz	MGA	Jason Urban	P Type Lester
Martin Walford	MGTC	Rebecca Harvey	Midget
Phil Cooper	MGB	Todd Stevenson	MGTD
Christopher Roberts	MGB	Erick Zanner	Midget
Leonard McCue	MGA Coupe	Robert O'Meara	MGTB Special
Michael Green	MGB	Les Neumann	MGB
Thomas Leavy	MGB	Kent Prather	MGA
Dave Cleverdon	MGCGT		



Larry Smith's Pre-Donna Mae Mims Race prep included the prudent application of pink paint to his Midget.



Midgets are not the only MGs playing at PVGP Historics. Robert Brownlee-Tomasso's MGA at rest at BeaveRun (now Pitt Race) paddock.

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, MG Vintage Racers' 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.

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

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

REGALIA: See elsewhere in this issue. **WEB SITE:** www.mgvr.org **Webmaster:** Chris Kintner

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

Web site: The address is www.mgvr.org **Chris Kintner** is our Web Editor and maintains the site, 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?

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

MGVR-subscribe@yahoogroups.com

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

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

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

MGVR “Official” Regalia

Dan and Vicki Leonard

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

Outer Banks Polo, tan with dark accent
stitched logo, sizes Small thru XL \$30.00

Long Sleeve Blue Denim \$25.00
stitched logo, sizes Small thru XL **NEW LOWER PRICE**

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stitched logo, sizes Small thru XXL **NEW LOWER PRICE**

Gray T-Shirt, MG collage; sizes Small thru XL \$12.00

Tan hat, embroidered logo, one size fits all \$10.00

Ladies Pink Hat with embroidered logo \$10.00

Ladies White Polo \$25.00

MGVR Bumper Sticker \$3.00

Embroidered Patch \$4.00

☆ **New Item** MGVR Trailer Stickers Octagon 11-1/4” \$13.50 ☆
Small MGVR stickers Octagon 7-3/4” \$6.50

Travel Mug, Stainless Steel with MGVR Logo \$8.00

MGVR Challenge Coin ‘don’t leave home without it’ \$10.00

Twill Button Down Shirt, Blue, or Putty \$32.00

☆ Black Performance Jacket \$63.00 ☆

