

# MG Vintage Racers Newsletter

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# MG VINTAGE RACERS' NEWSLETTER

*Chris Meyers, Editor,*

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***Today is the first day of the rest of my life!*** It has been quite some time since your humble editor has put fingers to keyboard for MGVR Newsletter purposes. Time has been precious in the Meyers household - I dearly miss my time in the shop and at the keyboard where I 'bench' race when reading your race reports and editing tech notes and 'parts for sale' ads. With luck I'll be spending a wee bit more time doing some of the things I love including communicating with my fellow MG vintage racers. I'll start today!

MGVRs have **two Focus Events** to consider for 2016! Our **Waterford Hills** event celebrating 20 years of Focus Events is just now taking shape with event chair Joel Hershoren now taking entries and answering questions (you can reach Joel at [whrrivintage@gmail.com](mailto:whrrivintage@gmail.com).) The Waterford Hills circuit, located on the grounds of the Oakland County Sportsmen's Club, is touted as the perfect small bore course. With oodles of track time and legendary WHVR hospitality this end of July event promises to be a *not-to-be-missed* date on every MG vintage racer's 2016 calendar!

2011 marked MGVR's second West Coast Focus Event and first Focus Event at **Sonoma Raceway** (or Infineon, or Sears Point). We had such a blast that we decided to do it again with the help of **CSRG** and our west coast MGVR gang. CSRG's 13<sup>th</sup> Annual Charity Challenge (*September 30-October 2*) will host our West Coast Focus Event! Scott Brown is working his tail off to make this a special event for all MGVRs-please mark your calendar, make reservations and spiff up your MG in anticipation of another East Coast/West Coast MGVR Challenge. As of this writing the Inn Marin has a block of rooms reserved for MGVR-make your reservations NOW!

With the East coast racing season upon us now is the time to look at your racing calendar and make choices based on MG racing traditions. Here are a few races I hold near, and dear:

- **Canadian Historic Grand Prix** June 17-19, Canadian Tire Motorsports Park  
VARAC - MG-Triumph Challenge Simms Cup Trophy for MGs

Nothing bests Canadian hospitality and enthusiasm for vintage racing! VARAC is an all-volunteer organization that throws one of the best, if not THE BEST, vintage race party in North America.

- **US Vintage Grand Prix** September 8-11, Watkins Glen SVRA  
Collier Cup Race for MGs Downtown Grand Prix Festival

There is so much more going on at this event than I could share with you on this page. Watkins Glen fairly **drips with race history**-if you don't feel **goose bumps** just taking in the atmosphere better check your pulse. Smalley's Garage... Seneca Lodge...International Motor Racing Research Center...the Bog... WOW!

**Changing face of MGVR:** I would like to welcome our new Technical Editor **David Smith!** Most of you know David as the capable chauffeur of MGA 49, one of the fastest MGAs East of Hawaii! A huge "Thank You" to **Stan Edwards**, who steps down as Technical Editor after countless years on MGVR staff. Stan thoughtfully shares his recollections as MG vintage racer elsewhere in this newsletter.

Now I'm ready to charge out to the shop and get crackin' on my 029 MGA. Thanks for hanging in there - enjoy our first newsletter in quite some time...

*Safety Fast, Chris Meyers*



## 10 Reasons That You Know You are a “Racer”<sup>3</sup>

- You know the last line of the Star Spangled Banner is "Racers start your engines".
- Your Birthday gift list is a set of Hoosier Tires.
- When you answer the question "What did you do this weekend" and your friend then says "And you do this for Fun".
- While driving on the street, you hear little noises from passengers when you accelerate thru a 90 degree corner.
- The fire hydrant on your street is an apex marker (see #4)
- You refer to the curve down your street as Turn 1.
- You take your helmet when getting fitted for new glasses.
- You enjoy putting car lengths on the tailgater that followed you onto a tight freeway ramp.
- You consider engine redline important until the last lap of the race.
- You prefer to burn racing fuel in your lawn tractor to enjoy the kicky smell of the exhaust.

### Technical Tip-Five point harness with HANS Type Device

**Fellow Racers:** While we are preparing our MG for the upcoming racing season, it is a good idea to check your shoulder harness anchor points to verify they meet requirements of both harness manufacturer and HANS (or similar) manufacturer.

Please check your manufacturers specifications for specific shoulder harness anchor placement. In my instance the harness manufacturer specifies a shoulder harness anchor to be one inch to four inches below the top of my shoulder, measured when I am seated in the car. The HANS device adds about 2 inches to the top of my shoulder. Their recommended shoulder harness anchor point is one inch to two inches below the HANS device. Other restraint systems should have similar specifications- please check your HANS-type device manufacturer installation sheet. In my case, the shoulder harness anchor was over three inches below the top of the HANS device due to increased shoulder height. Harnesses that are mounted so that the shoulder restraint mounting points are below device manufacturers' (harness, HANS) suggested points may not provide maximum protection.

My experience with relocating the shoulder harness anchor in my MGA was challenging. Cutting out the old anchor and welding in a new anchor was time consuming. Repainting the new installation was also a challenge. It may be a blessing that we have over 3 months before racing season to complete this and other upgrades.

*Dave Smith, Rowdie Racing*

# Some **MG History at Waterford Hills**

*(Michigan Rowdie Newsletter June 2001)*

The Oakland County Sportsman Club opened the 1.5 mile track with Time Trials in the Spring of 1958. The first Green Flag race was in October 1959. The Detroit region of SCCA began racing there in 1960. The first Promotional effort was hot laps in a Chrysler 300, driven by none other than Sterling Moss. We bet he was really impressed with that ride. In spite of the strong Corvette presence, the 1963 A/Production record was at 1:26 by a Jaguar XKE. Later, Corvettes driven by Tony Delorenzo and John Greenwood honed their skills and went on to race at Sebring & Lemans.

In 1960 the Detroit Council of Sports Car Clubs was formed with 12 Clubs. The MG Car Club (Formed in 1952) was well represented by the new MGA in F/Production. In 1963, C. Cantwell set the F/P track record at 1:29. In 1964 June Saturday F/P race 1, Don Watson #61 MGA took 1<sup>st</sup> and Joyce Sutherland in Race 4 (Ladies) took 1<sup>st</sup>. In Race 6, F & G/P Don Clining finished 2<sup>nd</sup> behind a Lotus 7.

In the June Sunday race 5 for E & F/P Don Watson in the # 61 MGA took 1<sup>st</sup>. John Pierce 2<sup>nd</sup> and Tom McDonald 3<sup>rd</sup>. Don and John took 1<sup>st</sup> & 2<sup>nd</sup> in the Feature race too. In the final 1964 race, Ray Brook's MG set the F/P track record at 1:27.

Porsche turned 1:26 lap times in 1964. By 1981 the F/P record was held by Kirk Carlson's MG Midget at 1:17. The Porsche 356 were turning a 1:16 lap at this time.

In 1974, Waterford Hills organized "street racing" in Downtown Pontiac. The race earned significant nationwide coverage in Road & Track & other publications. The first winner was Warren Tope in a DeTomaso Pantera, but 2<sup>nd</sup> Place was Larry Campbell's MG. The 1975 race ended in a fatality when Warren Tope's Can Am car struck the guardrail.

**The Waterford Hills track is much like it was some 58 years ago. Waterford has faithfully kept a Vintage race on its schedule. Please support the MGVR Focus event this year.**

## Denver Cornett At Watkins Glen

I attended the Watkins Glenn vintage race in 2014 and Denver Cornett III was on a panel discussion. I just posted a video online that included his account of his father's experience at Watkins Glen in the 1948 race along with photographs from that weekend and video of the road course. Please feel free to take a look at this and share with anyone you'd like. I hope you enjoy it!

<https://www.youtube.com/watch?v=cnoXTjNmFSk>

-Rob Straw

## The Challenge of Getting Fit for Racing Season

- Your 2016 Goal is to lose 10 pounds. You only have 15 pounds to go in May.
- Your plan to not use the TV remote control fails after briefly looking at the TV control panel.
- You eat a salad for dinner. Mostly croutons & tomatoes. Well, actually one large round crouton covered with tomato sauce and cheese. FINE: it was actually a pizza.
- You do three sessions of cardio workout at one time after walking into a spider web in the garage.
- You begin substituting mowing the lawn as a workout session. Without Guilt!
- You finish your expensive 14 day diet friendly meals in three days

This is a nice pic at last year's **NAMGAR GT-40**. Here's a pic of Dave Smith during part of the tech session where he was pointing out things he had done to modify his "049" MGA for racing.

**Dave's MGA also took First in the Altered A car show class.**

(Richard Powers)



## FOR SALE - "Good Stuff"

I don't race an MGA anymore and would like to sell these parts, and I will bring them to the CSRG race in the fall where MGVR has its Focus Event. Below is my list of MGA parts (1 of each unless otherwise listed):

*Front frame extension; 1" lowered A-arm pans; 2 4.88 ring and pinion sets; 4.88 welded differential (fine spline); 2 Twincam front hubs; Twincam spindle misc twincam calipers, etc; fiberglass valance (new); pair lower stiff front springs; stock MGA gas tank.*

If anyone wants to discuss any of these parts, **please contact me at 650-740-4116.** **Tom Morgan**

## 1960 MGA RACE CAR (*very fast*) FOR SALE

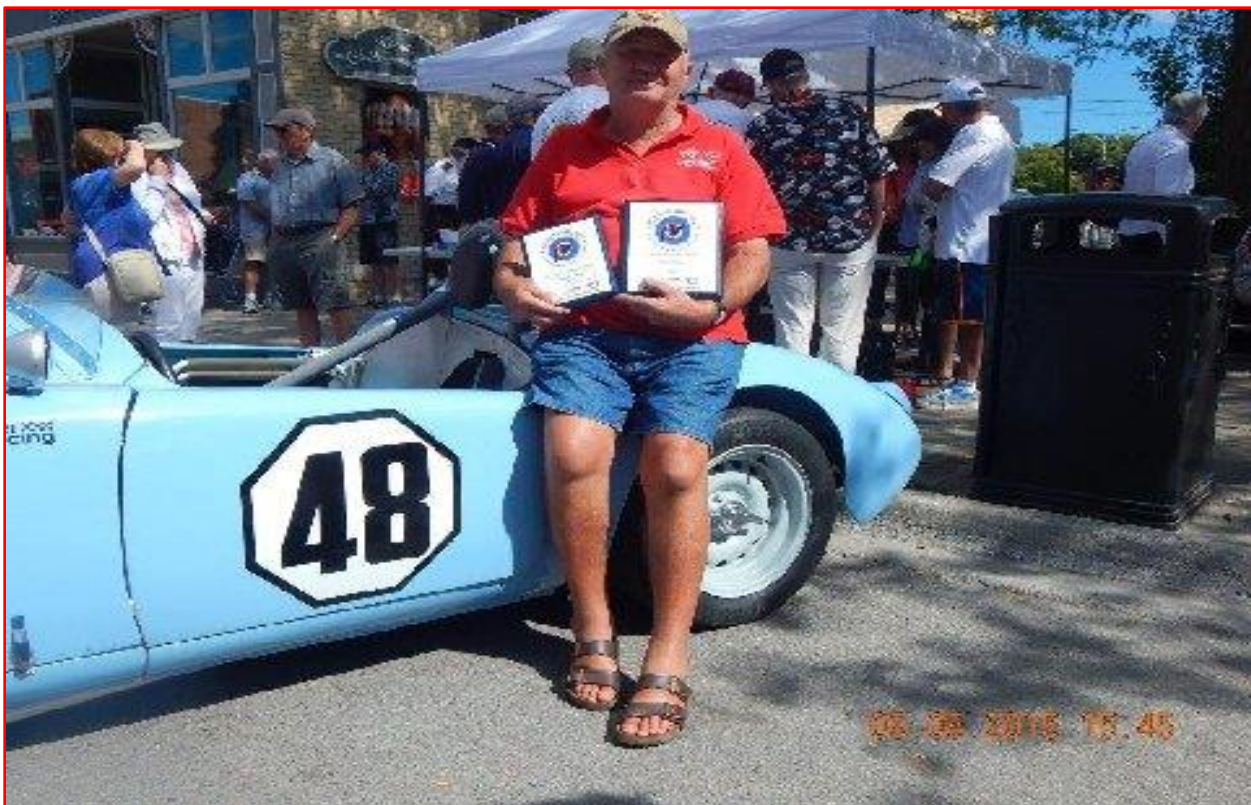
**Race Ready** – Stored and maintained by Tivvy Shenton in Danville, Va; VSCCA Log Book; Prather Stage 4 1622cc Motor 144 hp; Billet Crankshaft – 7500 rpm redline; Lowered Suspension; Nice Instrument Package; EGT Gauges; Accusump Oil Pressure System; Roll Bar – Intrusion Cage; Custom Windscreen; Front Disks; MGB Rear Brake Adjusters; Fire Suppression System; Custom Tilton Brake Pedal Assembly & Balance Bar; Custom Wiring Harness; Close Ratio Straight Cut Gearbox; Welded Differential prepared by Kent Praether; MGB Front End Trunions; Battery moved to rear; Corner Weights; Adjustable Rear Springs; Shifter Lock Out; Aluminum Radiator/Heat Exchanger; Prather Designed Cooling System; Lightweight Racing Seats; Tow Hooks; Fuel Cell Bladder replaced 2012; 72 Spoke Dayton Wire Wheels; Hoosier tires.

MG was prepped by Kent Praether (*8 time SCCA National Champion*) in his Kansas Shop – Prather drove it and tuned the car himself at speed in a SVRA event. Call him about the car if you have any questions. Asking \$30K or obo.

**Jay Nadelson**, 3632 Darin Drive, Punta Gorda, FL 33950, 917-952-4664 or e-mailto: [nadelson@alum.mit.edu](mailto:nadelson@alum.mit.edu)

## MGVR MGA “Best In Show”

MGVR David Holmes takes Best in Show at Brits on the Lake in Port Perry, Ontario with his MGA Twin Cam!



## Adventures of Racing at Pittsburgh International Race Complex<sup>7</sup>

On Wednesday afternoon, July 8<sup>th</sup>, 2015 we headed out for Wampum Pa. to go racing. We made it to Erie PA and spent the first night in a Home Depot parking lot.

We needed beer for the week so I found a huge grocery store and went in to buy some at about 8:30am. But it seems that you can't buy beer in PA till 9am so I went back to the MH and waited. Went back in at 9, found my beer, carried it up to the cash and waited. When it was my turn the cashier says "you'll have to take that to the cashier in the deli area where you found it as we are not allowed to sell beer in the grocery section". She added that by state law she is not even allowed to touch the beer. So I went back to the deli and put my two cases of 12 on the counter. The cashier says "driver's license please". I hand her my Ontario driver's license and that's when the fun began. "Oh" she says, I'm not sure how to do this, so she goes to the phone. A minute or so later she comes back and says okay but by the way I can only sell you one case of beer at a time. You can go out and come back in a minute later but I can't ring them in as one sale. By now I'm practically laughing at the craziness of this experience. I finally said it's okay, I'll just take one case (God forbid I might get overcome by desire and get myself drunk at 9am in PA).

So we get underway and arrive at the track at about noon on Thursday. Found ourselves a good spot in the paddock that had hydro and was close to a grassy area where the dogs could do what dogs do. That evening Brian Mckie took me out in his golf cart to see the new section of track that we were about to experience. It had been raining and the track looked "impossible". There were so many dips and dives and corners and blind turns and hard braking zones that I was concerned that I wouldn't find any speed through this new section. Just to make it really disastrous was the fact that any inch off the pavement and you would be in mud up to your axles.

On Friday you could pay an extra \$250 for a "test day" or \$125 for a half day. I have never paid for a "practice day" in my life but by Friday afternoon I broke down and paid for half a day. What a shock, I had no trouble getting a basic understanding of how to get around this new 1 mile section with some decent speed. Of course the other 1.9 miles I had driven successfully twice before. By the third practice session I was motoring along pretty good, out braking people into corners, flying around the corners and hauling ass down the straights. Come race day we had one practice session, one qualifying session and one race. The practice went well and in the qualifying session I found some "open space" and was laying down some really quick laps when about half way through the 4<sup>th</sup> lap my throttle stuck wide open. Nothing I did would release it so I had no choice but to turn off the motor. Then what I did was put it in top gear and control the car by turning the ignition on and off as needed and limped it back to the paddock.

The problem turned out to be a shredded throttle cable. Luckily I carry a spare but it is a bit of a shitty job. So I got the old one out, (which was determined not to leave) and proceeded to shove the new one back in. No way would it go. It seems the reason the old one shredded is that the sheath was worn out. I don't carry one of those so I started cruising the paddock asking other British car owners if they had one. No one did but one guy says "most pedal bikes use the same cable for brakes". Guess what, I had brought Cheryl's three wheel Schwinn with us to use as a paddock bike. It was perfect. So now my MGB has parts on it from a bike. How about that?

So the weekend went great, I was the fastest MGB in every session and had one particularly good battle with a BMW 2002 (that's the model number not the year). The person had caught me from some distance back, I fought them for one lap but then decided to let them go and see what I could learn from them. I then stayed on their ass till the end of the race. Later, once I was out of my hot, sticky race clothes (did I mention it was sweltering hot), I went over and found the car and it's driver. Turns out the driver was a middle aged women. When I told her who I was she was so happy I had come over. She said that had been one of the most exciting races she had ever had.

So now for the last part of this racing story. We were the second last race group to run on Sunday afternoon. The races were running way behind because their computer system had decided to do an "upgrade" on its' own. One and a half hours later and it was back on line (no GD computer stories needed here, we all have them). So the afternoon races start with group one, no particular problem. Then race group two and again no particular problem. Then race group three goes out and we are up next. There doesn't seem to be any problem and eventually we strap on all our gear, we get the two minute signal so we fire up our cars, turn on our cameras and get ready to go. And that is when everything went for a shit! Moments later the official gives us the signal to kill our engines. Seems some inconsiderate idiot in race group three managed to run his car into a tire wall on the cool down lap. So the tow truck is sent out and there we sit fully suited up, strapped down, cameras running and not an ounce of air coming in. Thankfully the sun has become covered up by darkish skies. Now you would think that picking up a car wouldn't take more than about five minutes but after 15 minutes another tow truck goes out. Seems that the first truck got stuck and needed towing out (it had rained a lot overnight on Friday). By the time we were rolling out we had been sitting for half an hour and now those dark skies were dropping little rain drops.

The first lap of every race is done at a very moderate speed behind a pace car. This track is 2.9 miles so it takes about 6 minutes. When we came around to get the green flag, the pace car is still in front of us and we can see that we are still "under double yellow". Are you frigging kidding me! We don't need a second pace lap because of a few rain drops, it's only going to get friggin worse anyway! Turns out that it wasn't about the rain, it seems that one of the cars in our group broke down on the pace lap and was parked in a bad spot. So around we go again. And around we go again. I don't ever recall such a f'd up race. By the time we got a green flag the rain was coming down in earnest and it only got worse. Now most of you know I love racing in the rain and certainly the rain didn't ruin the race but all those delays was just insane. At the end of the race I had finished in 7<sup>th</sup> overall (I started in 13<sup>th</sup>). I drove the car into the trailer under its' own power and that always makes it a successful weekend.

Now just one last thing to comment on. The weekend overall was great. VRG did a great job. The schedule was well planned and the race groups well put together. We were served two great meals with all the beer and wine you wanted (notice I didn't say all you could drink because that would be stupid). The new track was great and all the officials were as pleasant and helpful as you could ask for, We even had entertainment on Saturday night in the way of "flashlight drag races". There had to be close to 80 local cars that come in to do drag racing on the front straight.

**Joe Lightfoot**



## David Holmes – Historic MG Racer



David Holmes and one piece of his impressive car collection are making their way to the infamous Watkins Glen International next week as part of celebrations for the track's reopening. The Elmira resident is used to being asked to show his cars. He owns four race cars and five vintage street cars. This time around he's been asked to bring his 1949 MG TC.

"It was raced in the early 50s by a Canadian by the name of Tommy Hoan. He started racing in Ontario at the airport tracks and then he went down to the States. In 1952 he was clocked on Grand Island in that car in a race doing 107 miles an hour, which was absolutely phenomenal and then he went down to Watkins Glen," Holmes explains. Owned by NASCAR, Watkins Glen is one of the most famous race tracks in the world. The opening weekend from Apr. 15-17 will start off the 2016 racing season.

Hoan drove this car in Watkins Glen when they used to race on the country roads. "They would race through town and then about eight miles out into the country and then back into town. And there was an accident where a little boy was killed – it happened in front of Tommy Hoan – and it ended road racing in America. And after that they built a race track," Holmes said.

Hoan sold the car in 1953 and it stayed in the States until 2010 when Holmes learned that the man who owned it had died suddenly. "I made a beeline to Jamestown, New York and brought the car back to Canada where it's going to stay," Holmes said. Holmes has been racing with the Vintage Automobile Racing Association of Canada for nearly a decade now, having taken on the sport when he was nearing 60. ***(continued on next page)***

While his trophy case is full, **he's most proud of his 2010 Copper Bucket by the MG Vintage Racers** of America for **“representing the spirit of vintage racing,”** which he received after only four years of racing.

Holmes recently returned to Elmira from Lakeland, Florida where he spends the winter, in order to fix the car before the event.

“The car broke on me with one lap to go in the second last race. I broke an oil pressure line to the head. That’s why I’m back here freezing my butt off because I had to come back, fix the oil line, and then run the car to make sure that there wasn’t any damage to the engine. Because if there was damage then I’d have to put another motor in it,” Holmes said. He raced the 1949 MG TC in Amelia Island, which was also an airport raceway. He says they haven’t raced there since 1972, so it was a big event. He hadn’t planned on going because of complications with getting a medical done. But he ran into someone in Lakeland who worked for the SportsCar Vintage Racing Association who told him he was eligible to race because he’d had a physical within the year.

He zipped back home to Canada, picked up his race car and his son, and returned to Amelia Island.

“The first day there, this same lady asked me if I would like to participate in a promotional for the race. It was being done at the Channel 4 Jacksonville TV station, which I agreed to. There I met Tony Parella who owns SVRA, and I gave him a little history on the car. He did the promotion, he was interviewed and I was in the background,” Holmes said.

There were two cars brought down for that event, his and a Corvette. Parella asked Holmes if he was busy in April and he said he wasn’t.

“He said they’re having a ceremony to celebrate the reopening of the track because they repaved the track. The governor’s going to be there, the mayor, and a whole bunch of other dignitaries. He said that he would pay me to bring my car down and drive it around the track for half a day and maybe give rides. I pretty quickly said yes,” Holmes said.

A variety of vintage race cars will be showcased at the ceremony as part of the track’s opening weekend.

As for if any of said dignitaries will get to go for a spin in Tommy Hoan’s former car?

“I think there’s a good chance that’ll happen.”

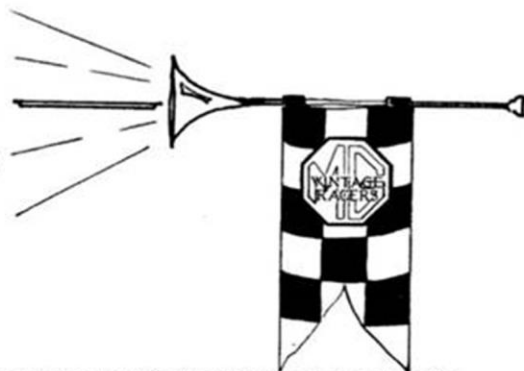
### **Whitney Neilson**

<http://www.observerextra.com>

Whitney Neilson is a photo journalist for The Observer.



## Where Is MGVR?



### MGVR is alive and taking solid food...

Apologies to subscribers old and new-your editor took a sabbatical but is back in the driver's seat and hot to trot with news on upcoming events.

**Waterford Hills Vintage Racing and our 2016 East Coast Focus Event is slated for July 29-31 at the Oakland County Sportsmans' Club in Clarkston, Michigan. A few quick notes-**

- Event registration forms will be available shortly. You will be able to register through Motorsportsreg, or (preferred) the old fashioned way by downloading forms from their website and sending \$.
- You have the option to arrive early and leave late (Wednesday to Monday) but will need to let the organizers know of your plans to do so. That means contacting yours truly, or Joel Hershoren (whrrivintage@gmail.com).
- There is no cost to camp at the track. MGVR Central and Paddock will be in the outfield-plenty of room to spread out!
- Friday is practice day and 'school' day for those new to the Waterford Hills track.
- Expect more juicy info in the next week or so!



**MG West Coast Reunion at Sonoma Raceway and MGVR West Coast Focus Event September 30-October 2.**

**A few quick notes-**

- Scott Brown has set aside a block of room at the Inn Marin in Novato, CA for this event. You can book rooms at by calling Terri at 415-883-5952 ext. 561-mention promo code **MGVR16**. The rate is \$175/night (a bargain). Get your rooms while they last! These rates are based on single, or double occupancy for king, or double/double beds. Reservations can be for Thursday-Sunday nights. *This rate* includes a complimentary continental breakfast with fresh fruit, Make Your Own waffles, freshly baked bagels with cream cheese, banana muffins, hard boiled eggs, orange juice, coffee, tea, hot chocolate and choice of hot, or cold cereal (phew). Coffee snobs can forego the free coffee and hike to the nearby Peet's Coffee.
- Our West Coast friends are hosting a beer/wine reception after Friday testing. Saturday night dinner is hosted by Sonoma Raceway at the track. After dinner will be awards and general mischief.
- More to report as this event takes shape. For now please make your reservations.



#### Contact Information:

East Coast Focus Event -Chris Meyers editor@mgvr.org  
Waterford Hills Road Racing www.waterfordhills.com

West Coast Focus Event-Scott Brown scott@scottbrowndesign.com  
Sonoma Raceway www.racesonoma.com

# ***I Remember...***

(E-mail From: Stan Edwards To: Chris Meyers)

Chris, You say you remember (with regrets) cutting me off at turn 4 at Laguna Seca. Let me say, categorically, that I remember no such thing. ***Let me tell you what I do remember.*** I remember being passed by, and then following Scott Brown in our qualifying session. Then when we gridded for our first race, they kept waving me forward, and then further still forward, and gridded me in second place, behind Scott. (In the race a number of those gridded behind me passed me!) Hint, follow the guy who knows the track. He can show you the fast way around.

***I remember*** another time at Laguna Seca when I needed to change a clutch in the pits, and had some of the most qualified, and if I had had to pay for it, most expensive help you could hope for. There was Dave Headley under the MGA removing bolts and Bob Yarwood working the hoist. Where else could you get such qualified help? I remember several laps side by side with Lou Marchant at Hallet, Oklahoma.

***I remember*** Mid Ohio, when I was driving a red and silver Spridget, and another racer in a yellow Spridget told me after each session, "I'll catch you next time." He did, when a rear spring on my car broke.

***I remember*** when we had an MG/Allard challenge at Watkins Glen, and if I remember correctly, the Allards won, because it was decided to count the total number of cylinders.

***I remember*** a race session at Elkhart Lake when we raced in an absolute gully washing downpour. You really had to take a different line when racing in the wet - and not much time to learn what the "wet line" was. I remember seeing headlight catching up from behind, then Bill Hollingsworth going by in his skinny tired TC.

***I remember*** having the opportunity to race at some of the best race courses in the country, like Road America, Virginia International Raceway, Road Atlanta, Bryar (now New Hampshire International Speedway,) and of course Mid Ohio, Watkins Glen, Laguna Seca.

***I remember*** racing with some of the best folks in the world that you could ever hope to call your friends - MG folks, also known as MGVR.

But strange as it may seem, ***I absolutely do not remember*** you, or anyone else, cutting me off at turn 4 at Laguna Seca.

***Stan Edwards, MGA***

## MGVR “Out Of Focus” Event at “Put-In-Bay” - an event unlike any other!

Yours truly and co-pilot Jim Warren left Connecticut Friday afternoon and made Mercer PA just in time for a cocktail and banter before turning in for the night. Saturday we stopped to see daughter Jen and her husband Kevin for lunch and then departed as a foursome for the ferry at Catawba Ohio. After a short ferry ride we arrived on South Bass Island to a smiling Manley Ford (event co-chair), who led us to the paddock on the south western tip of the airport runway and gave us a quick description of activity awaiting us. With the festivities beginning on Sunday, we arrived early to set up MGVR Central and relax before diving into Sunday registration, tech, and Wine and Cheese social. That was the plan until the enthusiastic and bubbly Jack Woehrle (event co-chair) stopped by to chat and share his wisdom as Summer resident of South Bass Island. “You must go into town tonight” was Jack’s repeated refrain as he assisted in supervising the MGVR set up. After repeated ‘go tonight’s we relented by renting a golf cart and *went into town* which means the four of us (me, Jim, Jen, Kev) went into the Village of Put-in-Bay. It was nuts. According to those ‘in the know’ there are basically two rules-No Open Alcohol Containers In Public and No Other Rules. This became quite evident as the night unfolded. Be careful not to venture beyond the limits of the drinking establishment where you purchased the drink. That’s it. We practiced this ritual into the wee hours of the morning and then tooled back to the paddock to rest up for Sunday’s registration, tech, paddock reinforcement, and Wine and Cheese party.

Sunday arrived way too early but after coffee and some fresh air things started to come into focus. It looked to be a warm, sunny day as racers arrived to set up their paddocks and greet friends. With 15 MGs expected we set up MGVR Central to take advantage of Mother Nature’s terrain with an L-shape MGVR Central with help from Dan Leonard and friend Jane. MGs filled in the L moving toward the access road. Several MGVRs were staying off-paddock and kindly parked their trailers to the paddock edges where set up would be a challenge. Daughter Jen sketched a huge MG Octagon on the road to mark our paddock. Dave Smith thoughtfully brought our paddock signs from Watkins Glen to mark borders. By early afternoon paddock policing came to an uneventful end! Next on the agenda was the rolling car show, where MGs along with local special interest cars lap the village in front of waving crowds. Several race cars took part in this weekly ritual. Following the show I jumped into my MGA and drove into town (you can drive around the island in your race car!) and found PIB Village Hall

*(more)*

## (Put-In-Bay Continued)

where registration was well under way. After tech (thanks to Dave Smith and Tom Baumgardner) the pre-race checklist was complete. After leaving my daughter and hubby off at the Miller Ferry it was off to Bayview Drive and the Put in Bay Winery! This lovely little place features something like 10 different wines from Merlot to Red Witch Sauvignon Blanc. I chose the Riesling and settled in to conversation with fellow vintage racers while taking in the bay view and the lovely late Summer evening weather. A beautiful way to end a busy day! Tomorrow is Race Day 1!

Monday dawned warm and slightly muggy as volunteers began setting up for the day's races at the PIB airport. PIB organizers kindly set up breakfast at the Hangar where videos from the 1950's races played. Following breakfast racers waved as the Mail Plane arrived, marking the shutting down of the runway in anticipation of race course set-up. Next we attended the MANDATORY "Rules of Engagement" Meeting that can be summed up thus: please behave while on our island-and don't get caught misbehaving. The admonition worked for the most part. From 10 to Noon the Recollections Roundtable (featuring Chris Kintner, grandson of original PIB race directors Dick and Betty Henn) held court at the Hangar. While this competitor unfortunately missed the roundtable due to a misbehaving race car all reports from attendees concurred that this was a feature of the event that should not have been missed! With racing slated for 1:30 racers gathered at the airport terminal for a Mandatory Racing Drivers' Meeting that can be summed up in one sentence: (sort of): : "Drive 7/10's, Don't Hit Anything, Don't Hit Hay Bales, Don't Hit Your Fellow Competitor, and Don't Hit Hay Bales".

Racers were distributed by speed potential into three groups aptly named Group 1, Group 2, and Group 3. Group "4" was the Exhibition group composed of vintage street iron. Group 1 MGs included Kurt Byrnes(TD), Mike Barstow(TD), George Shafer(TD), Russell Lane(TD), Dale Schmidt(TD), Dan Leonard(TC Special), Scott Fohrman(J2) and Jonathan Lane, driving Manley's TD. Group 2 featured Jim Holody (A Twin Cam), Bob Van Kirk (Midget), Dave Smith (A), John Deikis(Midget), Steve Konsin(A) and Yours Truly(A). John Fontella(B) was only Group 3 MGVR. The Exhibition Group MGs were Larry Smith(F) Noel Miller (TD), Laureen Mooney(TD), Mark Oldenberg(A), Austin Pillon(BGT), Terry Ripich(TC), Dave Smittle(Magnette), Don Spar(TC), Cary Sunderhaus(TD),Adrienne Wilson(A), Jim Austhof(B), Matthew Bade(B), Charlie Baldwin(TD), Tom Bishop(A), Dale Brown(B), Peter Davis(PA), Ernie Freeman(TD), David Gardner(BGT), John Gervasi(TD), Liz Haines(B), Tommy Hart(B), and Tom Baumgardner(Magnette). Racers please forgive me if I missed anyone. Monday's races were listed as Orientation, Practice, and

## (Put-In-Bay Continued)

Qualifying. With only minimal mischief racers shucked and jived their way around the tight airport course with some fairly close racing in all three groups. At 5 PM racing ceased and staging for the Old Course Laps commenced. Carl Goodwin, author of *They Started in MGs* wrote a wonderful article on Put in Bay Road Races-find someone who has a copy of this year's race program and read his wonderful story. After the day's activities racers were on their own. I enjoyed a wonderful dinner with Dan, Jane and Jim at the Blue Luna!

Tuesday's racing consisted of a quickie Drivers' Meeting followed by an all-comers warm up and group race action. In my opinion the best place to watch PIB racing is from the hangar area where racers have to navigate a hay bale chicane of sorts after a fairly long straight. Racers being racers-this is where the rubber left the tire and became *part of* the road as several fellas practiced VERY LATE braking. Some of the best (and most notorious) activity took place here. For my money no racer held a candle to Kurt Byrnes, who consistently tossed his TD through the left-right faster than anyone in the event! In Group 1 Mike Barstow and Kurt Byrnes traded first place throughout the event with George Shafer not too far behind. Russell Lane, driving the ex-Paul Fitzgerald TD held his own followed by Dale Schmidt in his well turned out TD. Dan Leonard looked extremely busy in his fast TC Special-I heard him comment that it was quite a chore keeping the beast pointed in the right direction. Jonathan Lane took his time coming up to speed with Manley's TD but in the end he was mixing it up with the T Series gang. Scott Fohrman was the bravest of the brave-thrashing his J2 to its limit while keeping away from hay bales and late brakiers. Group 2 saw Twin Cam racer Jim Holody up near the front while Bob Van Kirk held his own in a Midget that gave him some oil pressure fits early on. Dave Smith, driving the venerable #49 MGA with street engine coaxed every last pony out of his engine and found himself mid-pack as did John Deikis in his Midget. Move of the race? Holody gets outbraked by a Volvo 544 going into the Hangar Chicane. Well actually, anyone who saw the move gave thumbs up to Jim for using discretion-that Volvo must have looked huge in his mirrors! Group 3 racing saw John Fontanella dodging hay bales as the Alfa contingent decided to try the agricultural route to fast lap times. John held his own in a group bristling with 911's, Loti, a BMW and a Mini Cooper. Good work dodging the moving chicanes! The all-comers Put in Bay Cup race was my favorite, where the fast TDs (Byrnes, Barstow) held their own near the front of the group while other MGVRs kept pace mid pack. The Barstow/Byrnes combo laid plans before the race....'you hit a hay bale, come in for a scolding, and I'll hit the same hay bale, and come in for a scolding, and if all goes well we should be right were we started . It worked

## [\(Put-In-Bay Continued\)](#)

as planned (at least it appeared planned) and once again they were thrilling spectators with their back and forth racing.

After racing we were treated to the PIB Awards Ceremony at Joe's Bar. In my opinion you can't thank organizers and volunteers enough for the effort put forth for an event of this caliber. Congratulations to all award winners, volunteers and participants who enjoyed this year's version of Put in Bay Sportscar Races!

Wednesday featured the PIB Car Show followed by Farewell luncheon, Car Show awards and Paul Henry Award. I can't report on this as I left for home early in the AM. I hope everyone enjoyed the final day's activities.

A word of advice to MG vintage racers who have not participated in the Put in Bay Sportscar Races-add it to your bucket list! Words from those who have do not do it justice. This is a well-organized, well-run event with enthusiasm to spare.

*Chris Meyers*

**Editor, MG Vintage Racers' Newsletter**

## **FOR SALE**

Listed below are a few parts that a fellow MG racers might find of interest.

***I have 4 MG 26 spline axels all in excellent shape and an MG 26 spline welded Dif. in excellent shape.*** Make offer!

Steve Nichols @ 612.306.1022 or [seedguys@msn.com](mailto:seedguys@msn.com)

## **The Golden Age of the British Sports Car**

I just ran across this U-tube video that is rather interesting and though you might have interest in it! <https://youtu.be/UzoolNs7sHQ>

It was posted on the "Just British Online Motoring Magazine" e-mail I received. I had never seen it before and found it fascinating! Produced by the BBC in 2012, it focuses on the British car industry from WWII up through the 1960's. Well produced from the "**British point of view**" with many insights, **including:**

Historic film clips; Personal interviews of those involved; Told from a British point of view; Failed British car models included; Stirling Moss - Speed records for advertising; Races at LeMons and other places (win on Sunday, sell on Monday!); European road rallies; Marketing strategies by the car companies; Brit cars in Movies; Women racing Brit cars - Pat Moss in particular; Model competition and influence between manufacturers; British tax penalties in the home market (to encourage exports); Design considerations - including Sex in styling; MG-Triumph-Austin Healey -Jaguar - & More!

Run time is 59 minutes - well worth taking the time to watch if you have never seen it.



# 35 Years of MGVR History!

(A letter from Greg Prehodka to Chris Meyers)

Chris,

I did the MGVR newsletter for some 14 years, and then **Mark Palmer** was its editor from 1995 through 2005 when you took over - so it has now been under your editorship for over 10 years. **Thank you!** I never would have thought back in 1981 that in 2016 we would be celebrating **MGVR's 35th anniversary!** I never had a grand plan - just make it to the next newsletter - when I was editor. Mark built on that, and you took it even further! From 40 inaugural members to its current membership. And over the years the NL has been our MG bond for events, racing, spirit, and camaraderie, unlike any other marque vintage racing group! MGVR has set the **gold standard** in vintage racing! Because of MGVR there have been many MG races over the years, including Focus Events, the Collier Cup, Simms Cup, etc. Throw in Pittsburgh, Hallett, Lime Rock, etc. You have done an incredible job with MGVR, and I still am amazed at how you have managed to juggle it with family, business, and racing!! Our "Focus Event" have - and still are - flourishing under your leadership! East coast and west coast FE's too!

And I have been so proud of the newsletter and all the MG racers over the years, and what it has accomplished and influenced. MGVR is respected in Vintage Racing! I wonder what it might be like today if the MGVR newsletter never was? Would it just be just be a random bunch of disconnected MG racers going to events? No "all MG" races! No MG racer's parties! No Big Bucket! No Parish award! No helping each other? Etc. Would I still be racing my MG now - some 39 years after I started - without the encouragement of my MG buddies? And how many MG friends I've made along the way! The times are always a changing!

The times have changed a LOT since I started racing, when a helmet, a seat belt, and \$35 got you on the track. Heck - there wasn't even e-mail back then and I did the newsletter on a manual typewriter! I thank you for **ALL you have done – and continue to do - for MGVR!**

Its been a great trip - with wonderful friends like you! **I hope the trip continues!**

*Greg Prehodka*

MGVR Founder, 1981

- Chris (l), Greg (r)



## Was This the “Golden Age” Of Vintage Racing ?

(Letter Mark Palmer to Greg Prehodka)

I wish I had kept a diary. I know I've been on the track with C-type and D-type Jaguars, quite a few Aston Martins and Maseratis, and a few old Ferrari's. I remember following a great Pre-war Alfa (Peter Giddings) for a few laps at Watkins Glen once -- I could have passed him, but decided it was much more satisfying to just follow and watch (*the best seat in the house*). I was passed by Stirling Moss once, in an enduro at Watkins Glen -- I pointed him by on the front straight just before Turn 1, and he gave me a little wave as he passed. **How many people can say that?** At the other end of the spectrum, I've been on the track with a GT40, a Can-Am car, a Formula 5000 car, and a few Trans-Am cars.

The best experiences were always the all-comer's races and enduros, where you race with cars from all the different classes. Tony Wang used to bring 4 or 5 really great cars to most VSCCA events, and he and his wife Lulu always drove in the all-comer's race. I'm pretty sure I've been on the track with his Ferrari Testa Rossa, and I definitely remember racing with his Maserati 300S.

**Fantastic memories!** Vintage racing is still fun, but people who just started racing 5 or 10 years ago will never have that kind of experience. You and I were lucky -- I really think that the late 1980's and 1990's were **the golden years** of vintage racing, before the cars became too valuable to race, and we'll never see a period like that again.

I remember asking Denver Cornett once, if vintage racing was really anything like racing in "the good old days" of the 1950's. **He emphatically replied that THESE are the good old days!** He said we had it so much better than he did in the 1950's, we have more races, more tracks, don't have to travel nearly as far or wait as long for the next big race, and we have more cars to race with and better racing than he ever had in the 1950's. At first I didn't think he really meant it, but he was insistent -- he **said he really envied "us"**, the guys who were really active and competitive in vintage racing today, we were having more fun than they ever did in the 50's.

Maybe time will prove that Denver was right -- the golden era might end up being the vintage era of **1980 - 2000.**

*Mark Palmer, MGA*

## **Dad to Daughter MG Racing**

Our involvement with British cars may have take many twists and turns over the years. But just what we do with our MGs can vary a lot. And for some of us this includes slowly passing on our steeds to the next generation. I've had MGs most of my life - since 1967! Restored them, driven them, rallied them, and I've been vintage racing my MGTD since 1977. I was blessed with my daughter Rachel being born in 1988. Needless to say as she grew up she got involved with my MG activities in a variety of ways. In 2007 she began racing my MGTD. She took to pen recently (*well maybe a computer*) and wrote an article reflecting on her memories of growing up with the "MG family". You may find it interesting. It warmed my heart to read her words!

**Greg Prehodka**

## **A Common Thread In Vintage Racing**

**By: Rachel Prehodka-Spindel**

After reading several other women's stories on vintage racing, I've noticed a common thread in these articles: "**family**". My story follows along this line as well, as vintage racing has always been and always will be tied to my father, Greg Prehodka, and the experiences and memories associated with race weekends with him throughout my life.

My memories of racing go back as far as I can remember. One of my earliest memories is of a weekend at the Lime Rock Vintage Fall Festival in 1991 when I was almost three years old, when my dad bought me a small, battery powered, model of the #4 Kodak sponsored NASCAR race car. I loved this car, and thought it was the greatest thing to be able to zip around Lime Rock in my own racecar, and I was not alone. I was racing with the boys from the beginning, as an ESPN camera man chased me around the paddock and show cars! He ran behind me as I zipped around the cars grabbing a few shots for the opening footage to use in ESPN's coverage of the event.

Needless to say I was hooked, and as I got older the Kodak car no longer cut it! I was eager to be involved wherever possible, and depending on my age that took different forms. From a young age I wanted to work on the car, which my dad patiently encouraged, although I'm sure he could have completed the work much faster without a 5 or 6 year old interfering. For race weekends I took great pride in my role setting-up camp, grilling food, working on the car, staffing MG Vintage Racer's info tents. He took me to a go-cart racing school when I was about twelve, and once I was old enough, I helped with the driving to and from events. Additionally, I loved camping at the track and waking up to the sounds of engines, but I despised the brightly colored wrist band that prohibited me (*until I was over 18*) from entering the hot pits person in the world!

(A Common Thread In Vintage Racing – Cont.)

But, the highlight of every weekend was always a ride around the track when they had worker's rides - or even a trip around the paddock next to my dad. In those moments I always felt as if I was the luckiest person in the world!

As soon as my 18<sup>th</sup> birthday rolled around in 2007, I was ready to occupy the driver's seat, and fortunately my dad obliged, as he had to vacate the seat himself in order for me to use it in a VSCCA race driver's school. At this point, 'ol 53 (as my dad affectionately refers to the car) was no longer anywhere near the fastest car on the track, but I still managed to find a few cars out there which I could race with, and occasionally get myself into some good dicing with. Since then, both my dad and I have been racing and enjoying it and each other every year since, at a number of vintage race events, the most recent being at Thompson, Connecticut! He raced this same MG at the Thompson track with the VSCCA some 36 years ago, in 1979!

While I am often one of only a couple women (*if not the only one*) racing at vintage race events - not to mention the youngest - the vintage racing community, and all the "boys" that entails, has become sort of a family to me. Whether it was playing with their children (*or dogs*), sharing in eating their food, or now chats about the track, cars and racing together, the other vintage racers have always made me feel like family.



**Rachel #53**

*photo by Phil Maddalena*

#3 Tom Clifford, Bugatti 37A; #53 Rachel Prehodka-Spindel, MG TD; #41 Peter Greenfield, Alfa Romeo Monza.

**VRG/VSCCA Thompson Vintage Motorsports Festival**  
Thompson Speedway, Connecticut



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**MGVR**  
**1981 -**  
**- 2016**  
**35 Years!**

# MGVR "Official" Regalia

## Dan & Jane Leonard

Email: [ddl@leonardpaper.com](mailto:ddl@leonardpaper.com) telephone **410-343-0365**

Outer Banks Polo, tan with dark accent stitched logo, sizes Small thru XL	\$30.00
Long Sleeve Blue Denim stitched logo, sizes Small thru XL <b>NEW LOWER PRICE</b>	\$25.00
Sweatshirt, Gray Heavy Weight (perfect for Mosport) stitched logo, sizes Small thru XXL <b>NEW LOWER PRICE</b>	\$20.00
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
<b><i>New Item</i></b> MGVR Trailer Stickers Octagon 11-1/4"	<b>\$10.00*</b>
Small MGVR stickers Octagon 7-3/4"	<b>\$2.50*</b>
<b>*NEW LOWER PRICE FOR 2016!</b>	
<b>MGVR Challenge Coin</b> 'don't leave home without it'	\$10.00
Twill Button Down Shirt, Blue, or Putty	\$32.00
Black Performance Jacket	





# Wild Hare Run!



## ***2015 MGVR Focus Event Race***

By most reports our 2015 Focus Event with VDCA at their Wild Hare Run at VIR was a success. With the exception of Friday evening's rain and wind event, the weather could not have been better! Somewhere in the neighborhood of 47 MGs joined in the fun and frivolity-let me share the weekend with you...

This writer arrived at VIR to a loooooong line of racers waiting to enter VIR ahead of schedule to stake a claim to some paddock space. With what looked to be record attendance for this event, paddock space was surely precious. Luckily VDCA and VIR authorities secured an MG paddock area ahead of time and posted a rather polite, but persistent guard who took his job quite seriously-MGs ONLY! Of course many of our gang had their friends scattered throughout the paddock so as it turned out we had plenty of space in the MG paddock. Thursday's agenda included setting up MGVR Central, Tech (thanks to Frank Mount, David Smith, and Storm Field for their tech help), prep for the traditional Thursday evening MGVR Meet and Greet at Central. At around 6 pm racers filtered into MGVR Central as Larry Smith and Rick Starkweather warmed up their grills and unpacked brats, burgers, snacks and salads for a Welcome to VIR barbeque! By 7 we had around 80 or so partiers enjoying the company of their fellow MGVRs while listening to old vinyl albums (Grateful Dead, The Band, Dire Straits etc) and consuming some of the best grilled grub ever!

Friday began with sunny skies but questionable weather predicted for the afternoon. With practice and qualifying planned for the day, everyone scrambled to prep their cars. As luck would have it the weather cooperated throughout the afternoon. One surprise treat for MGVRs and others was the Peter Krause track talk after the drivers' meeting. This well-attended talk must have helped as the off-track excursions of the morning were followed by more sure-footed driving in the afternoon. Once track activities ceased we were off to the Sasco Sports party at their shop located within the VIR facilities. A special treat was seeing Mario Andretti's Lotus 79 John Player Special that won him the 1978 Formula 1 Drivers Championship and the constructors championship for Lotus. Thanks to Sasco Sports for opening their facility to entrants and crew, AND for the beverages and snacks we all enjoyed! As dark settled on VIR, so did the rain clouds-and rain it did! A small, dedicated cadre of hearty souls settled down at MGVR Central to share some Whistlepig Rye (courtesy Kevin Richards) and bench racing/story telling as the rains pounded the shelter above us.

Saturday dawned. There were clouds aplenty but skies were bright as we all prepared for a fine day of qualifying followed by afternoon racing. Voting was brisk for the MGVR Spirit Award-the Editor forgot his ballot box but Crew Chief Jim Warren stepped in to offer an empty 12-pack box of Copper Ale that appeared to qualify as an impromptu ballot box. The famed hooded monks met in a smoke-filled room to select the Bill Parish *Master of Speed Deception* Award winner while an ad hoc committee met in secret to decide who should take home the John Targett *Doff of the Cap* Award. All three awards would be presented at Saturday's VDCA Banquet. The only Focus Event award to be handed out (in theory) Sunday would be the MG-V-8 Award going to the first MG to finish the All MG Race...except for the small detail that someone (no names) forgot to bring it to VIR. Saturday afternoon's racing was as exciting as it gets-MG V-8's of Les Gonda and Jerry Richards defending MG honor in Large Bore Production going up against Loti, Corvettes, BMWs etc, MGB's dicing with more Loti, Datsuns, Triumphs, Merlyns, Turners, etc, MGA's dicing with Elvas, Sprites, Turners, Fiats (?) and T-Series MGs dueling with Formula Vees! Racing was furious with plenty of wheel-wheel dicing. I won't mention any names but someone forgot to tell his connecting rod to behave-it escaped the confines of its tiny A-Series block. Someone else forgot to lecture his crew about the virtues of securing the bonnet (again-no names). Despite these minor inconveniences the racing was fine and dandy once the full-course yellow flags lifted. Keep in mind that Saturday's racing was only a warm up for Sunday's All MG Feature!

MGVR joined our VCDA brothers and sisters for their Saturday Wild Hare Banquet-an on-site extravaganza featuring some of the best buffet fare and a low-key atmosphere complimenting the friendly environment that is a feature of this event. Grand Poobah Mike Jackson outlined the banquet presentation thus: "I'll take two minutes to talk about and award the Wild Hare Trophy, and then Hank Giffin will address the gathered racers for as long as he wants to-because he is big. MGVR will have 5 minutes to conduct business before the crowd becomes rowdy". Well...Mike took about two minutes to award the Wild Hare to MG Vintage Racer Jim Byers, who somehow figured out the formula to finish first in Friday's Wild Hare Run. Hank (MG Vintage Racer)Giffin stood to praise Mike and Sandy Jackson and others for their selfless and tireless work to organize and run the VIR weekend. Yours truly, with the help of Bob Watkin, *raced* through announcements, MGVR Focus Event awards and Thank You's.

### **This year's award winners are:**

**Bill Parish Master of Speed Deception** Award went to **Rob Orander** and his Beer Flag. Rob has two responsibilities as award winner- share his fascinating vintage racing story with his fellow MG Vintage Racers, and return the award to next year's Focus Event!



*(Wild Hare Run – Continued)*

**John Targett Doff of the Cap Award** went to the **B Stingers Race Team**. Team members include Max Fulton, Simon Briggs, Zarrel Lambert, Jim Lathan, Terry Jones, Andy Broughton, Michael Byrne, Ted Alman, and Rick Starkweather.

Of course the **Big Award** at any Focus Event is the MGVR Spirit Award as represented by The **Big Copper Bucket**. This award is presented to the MG Vintage Racer who best represents the Spirit Of MG Vintage Racing as selected by vote of the MG vintage racers. This year's winner was **Larry Smith**.

The Sunday itinerary included multi group warm ups, the ALL MG race and Group racing. This year's ALL MG race featured a slight twist based on negotiations between VDCA Race Chair and MG Editor-**Square-body Sprites were allowed to participate providing they purchased MGVR stickers from Dan Leonard and adhered the stickers to their bonnets for the All MG Race!** Two thusly adorned Sprites **joined 43 MGs for the MG Feature Race**. While finishing position is not the point I will emphasize that Les Gonda started near the end of the grid and easily and politely found his way toward the front before pulling off before the finish, making way for the MGB 4-cylinder battle. Butch McKenzie ran a spectacular race to first position, followed by RMVR's Jonathan Lane, who drove from Colorado to race at VIR for his first time! Steve Konsin finished third in his well-prepared MGB, followed by Larry Smith in his Midget. Joe Lightfoot was VARAC's first finisher at position 5 in his MGB followed by Dave Nicholas in first MGA "Honeybee". Top Ten included Luening (MGB), Russell (Midget), Conrad (MGA), and Pitt (Midget). First (and only) Twin Cam was Jim Holody, First T Series was Dan Leonard, and First with Wild Hare Co-Pilot went to Jim Byers. Most Improved was David Good, whose MGA was screaming all weekend until early in the All MG Race. Best VSCCA-legal MGA goes to Jeff Sienkiewicz-who appeared to be in a weekend-long battle with Eric Russell's MGA. Congrats to Eric for finally shedding his stripes! Best Barn-Find has to go to Stan Heath and his ex-SCCA MGB. Cleanest MG on-track was care of Carol Stevenson. Best Finish by a Street MG belongs to Bob Vitrikas and his 'for sale' MGA. "Crimson and Clover Award"...TIE!-Dave Smith and Butch O'Conner. A big High Five to Donald Dickey and Jerry Richards-great to see both of you on track again for 2015!

***Congratulations to the award winners and everyone who participated in this year's Focus Event with VDCA at their annual Wild Hare Run!***

**Chris Meyers**

## MG VINTAGE RACERS' NEWSLETTER

**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 40 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. 2006 marked our first **ALL MG FOCUS EVENT** at Hallett, Oklahoma. In 2008 we joined our West coast MG friends at Laguna Seca for our first **West Coast Focus Event**, followed by our second West coast Focus event at Infineon in 2011! **2014's** Focus Event at Watkins Glen marked the 60th **Collier Brothers Memorial Trophy** race! Our 2016 Focus Event at Waterford Hills marks 20 years of MGVR Focus Events-our first event was at Waterford Hills in 1996. This year we also celebrate our third West Coast Focus Event and second event at Infineon Raceway with CSRG!

**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 annually to maintain the mailing list. Currently, there are approximately **270 subscribers**, including complimentary issues to clubs and other organizations.

**COST:** A small initial fee. Subscription fees are requested occasionally, only as required for solvency.

**REGALIA:** See our Regalia Page elsewhere in this issue.

**WEB SITE:** [www.mgvr.org](http://www.mgvr.org) *Chris Kintner* is our Web Editor and maintains the site, usually using articles from the newsletter and contributions from members. He also posts information & notices about upcoming events, etc. It's worth checking this site every few months just to see what's new.

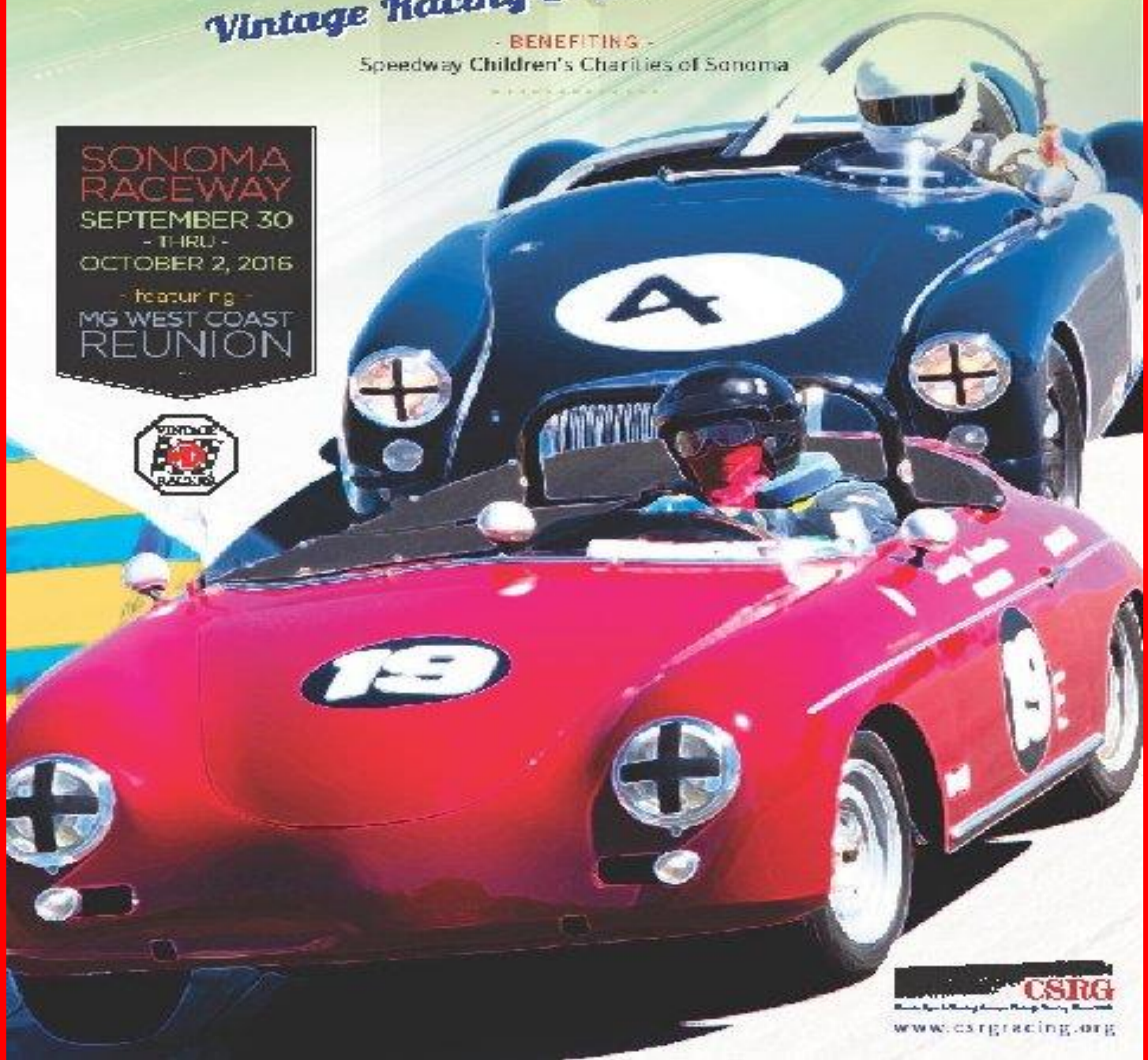
**E-mail list:** For those new to the internet, an e-list is a way to communicate with a large number of people by sending a message to just one address – the group address. **To be part of this, you have to sign up** for the e-list (*also called e-group*). When you sign up, your e-mail address is added 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. **To sign up**, simply send a blank e-mail message from your own mailbox to: [MGVR-subscribe@yahoogroups.com](mailto: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](mailto: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 250+ 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. Your MGVR Editor uses our e-list to communicate with fellow MG vintage racers. If you have any problems joining or using the e-list, contact **Steve Konsin** at [stevekonsin@gmail.com](mailto:stevekonsin@gmail.com).

# CSRG Charity Challenge

Vintage Racing & Rides for Charity

- BENEFITING -  
Speedway Children's Charities of Sonoma

SONOMA RACEWAY  
SEPTEMBER 30  
- THRU -  
OCTOBER 2, 2016  
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