

Tivvy Shenton, 1955 Jaguar XK140. Shenton had a good race.

Next it was the **Group 3** or Crown Royal Race. Taking the course by storm was the #12 of John Bechtol, 1975 Zink Z-11. Bechtol was also the SV class winner. First in the SR class was #85 James Southwood, 1985 Lola. Rounding out the top three finishers was #79 Nate Scigliano, 1984 March. Other first in class finishers were #69 FF class winner Christian Morici, 1971 Lotus and #8 S2 class winner William Kasmer, 1986 Swift.

**Group 4** cars had their chance next to wow the spectators. They did not disappoint as the first place finisher #39 Joseph Maloy, 1968 Datsun 510 took the top honors. Next up was #302 Jim Glabicky, 1964 Datsun 2000. Glabicky had the best lap time of this grid with a 1:09.809 lap. Next was #31 John Gatto, 1971 Porsche 914/6. The Axis group was represented by #201 Colby Schindel, 1975 BMW 2002, who had a notable race and finish.

The weekend's racing action was almost complete, however many racers believed that PVGP had saved the best for last as the **Group 5**



photo by Bill Stoler

**#61 Steven Hirschtritt 1965 Austin-Healey Sprite; #55 Peter Carroll 1965 Austin-Healey Sprite; #68 Gary Kropf 1958 Austin-Healey Sprite; and #909 Nial McCabe 1978 MG Midget.**

BMW/Porsche Cars gave the spectators their last dose of vintage racing action for the weekend. #18 Steve Ellis, 1998 BMW M3 proved that in this grid, BMW was on top. Class IP top honors were awarded to #131 Kevin Ogradnik, 1995 BMW M3. Making it a convincing sweep of the top three spots for BMW was #016 Brian Nawrocki, 2003 BMW M3 in the BMW class.

The first Porsche to cross the finish was the #46 Jay Policastro, 2011 Porsche GT3 Cup Car. Another formidable challenge to the BMW cars was from #151 Donald Jacobs, 1974 Porsche 914/6. Both drivers (Policastro and Jacobs) gave the BMW cars a run for their money and made this last race of the day worth the wait.

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## A Low Buck Racer

-story by Larry Sanata

Nial McCabe doesn't use a shiny tractor trailer or fancy new pickup to haul his race car to the track. And his racer isn't painted like new and plastered with advertisements. He doesn't even use racing wheels on the car, satisfied instead with the steel wheels that came originally with his dull-green MG Midget.

Needless to say, the 60-year-old college professor from New Jersey has taken a different approach to vintage sports car racing – the low-budget approach. And he has an incredible following, which was evidenced at this year's PVGP celebration, both at the BeaveRun Motorsports Complex outside of Pittsburgh and in Pittsburgh's picturesque Schenley Park.

"When I was right out of college, I had a street Sprite and I joined a local club, and I ran events at Bridgehampton in the early '70s. I always found that I could have just as much fun as anybody else."

"I know there are some wonderful, glorious cars here. Mine is not one of them," he said in



photo by Michael Sanata

**#909 Nial McCabe, MG Midget.**

the paddocks of BeaveRun. "But I don't know of anyone who has got me beat in the smile department. If I make it to the middle of the pack, I'm head over heels. And frankly, if I'm at the end, I don't care. It's just a lot of fun. I'm definitely a hobby racer."

The 1978 Midget he races was purchased for \$200. Without its big rubber bumpers, it looks like an earlier Spridget. "I had the original emission-control engine in it for a number of years – 60 horsepower and I was out there thrashing it. It finally gave up the ghost last year so I ended up putting an older motor in it that I got from somebody." He rebuilt the engine in his basement. "There are a few little modifications that the engine has so it gets 70 horsepower on a really good day."

While he was running mid-pack during the BeaveRun weekend, Nial admitted he was taking

it a bit easy as he prepared for the PVGP Schenley Park the next weekend.

Still, he was doing pretty darn good for a car that still uses a mostly stock engine and mostly stock transmission. Moreover, "This is probably the only car here with stock wheels."

Not surprisingly, Nial and the MG were making quick time of the makeshift Schenley Park course the following weekend -- stock wheels and all.

Why take this route to racing? "I'm originally from Ireland and my Dad was a mechanic... We had a big family with not a lot of money. So we made do with what we had."

That experience resonates with him today. "Oh, you need a fancy part? Go to Home Depot. You can buy one for three bucks and just file it down a little bit and it will work just as good."

McCabe, who teaches mechanical engineering, has a fervid following. His "You Tube" films are incredibly popular and his low-cost techniques are being adopted by many, who prefer the low-buck approach to racing.

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