



VOL 40 #9
September 2022



2002 COLLIER CUP WINNERS
Heather Richards, Glen Moore, Pete Uzdavinis, Andy Moore, Jim Holody

From The Editor :

September was certainly an MG race month. The Lime Rock Historics had 7 T types racing, the Collier Cup was held in the rain at Watkins Glen and the second MGVR focus race took place in the unique setting of Put In Bay.

Add those to the fact that our meetings with Lime Rock have confirmed a huge 100th anniversary of the MG marque celebration will be happening over Labor Day weekend 2023.

Inside we'll have photos and race reports on both the Collier Cup and Put In Bay along with honoring the winners of the various awards.

I want to be up front about the fact the Collier Cup entry was more than disappointing. Long time MGVR racer and member Joe Tierno wrote us with his opinion after having been at Watkins Glen this month.

Although I can't remember seeing a dedicated story about the winner of the Collier Cup in the past, we have one on this years recipient, Joe Puma. A neat story about Joe and his dedication and never give up attitude after a major shunt in his Midget. #17 is repaired and back in action and Joe is enjoying it all.

PUT IN BAY MGVR RACES



**BILL PARISH WINNER DAN LEONARD
CHRIS MEYERS
SPIRIT AWARD WINNER
STEVE KONSIN**

MGVR REPORT ON PUT IN BAY 2022 Dave Smith

Beginning in 2009, this event has grown and improved each year. This year celebrated the 70th Anniversary of the first Race held in 1952. The featured Marques in 2022 were MG and Triumph. Entrants received a Very detailed list, explaining the Oddities, such as the Ferry Access,

Race Fuel availability, Registration times, Paddock access and many other tips to make arrival go without a hitch.

With 133 Exhibition and Race cars registered, this was one of the years better attended events.

Group 1: Big Bore guys had Corvette, Mustangs, Jaguar E Type, Porsche 914-6, and two Triumph TR-6.

Group 2: Production Sports car had Richard Meldrum's 1968 MGB, Chris Crowe's 1957 MG Victress Special with Buick V-8, a Yenko Stinger and a 1959 Devin Corvair, a 1960 Elva Mk 6, and a 1971 VW Beetle from Hell driven by Greg Limber.

Group 3A: Five Triumph Spitfire, Three AH Sprite, Thad Evans 1972 MG Midget, Dominic Rudd's 1967 MG Midget

Group 3B: Craig Shafer's 1959 MGA, Eric Russell's 1961 MGA, Chris Meyers 1957 MGA and Dave Smith's 1962 MGA Mk II. Daniel Styduhar's 1958 Triumph TR3A, A 1972 Fiat 124 Spyder, Eight Mini variants, and a 1966 Ford Super Anglia,

Group 4: Steve Konsin's 1953 MG TD, Glen Moore's 1955 MG TF, Mark Lekanka's 1952 MG TD, Kurt Byrnes 1951 MG TD, Manley Ford's 1952 MG TD, Dan Leonard's 1949 MG TC Special, Jeff Lehmann's 1960 Turner Climax Special, Four AH Sprites, Two Saab 90 series sedans.

Group 5: Formula Racers had 8 entrants including a 1959 Stanguellini F/J.

Monday 9-19-22 was the Ferry ride, registration, and Paddock setup. Tech was well handled with roving inspections in the paddock. The paddock spots were well marked and large enough for the tow vehicle, the trailer, the racecar and a tent.

Tuesday 9-20-22 12:00 Opened the MG Hospitality Mini Party and handout of the MGVR Spirit award Ballots. 12:30 began the Street car/Race car show on the Lawn of Heineman's Winery. Steve Konsin's beautiful 1953 MG TD won the Race Car Trophy. During the car show, Bob Shedd held a rookie drivers meeting on Flag requirements for this event, Driver hand signals, Pit in and Pit out and other helpful bits.

4:00 PM had the Tour of the old course for 2 laps, much to the enjoyment of the many race fans on the Island. MGVR Hospitality reopened for a fine meal of Hot Dogs, Hamburgers and many side dishes. More wine and cheese and of course Beer & Spirits. The weather was ideal for this outdoors event.

Wednesday 9-21-22 8:30 AM was the mandatory Drivers meeting by Bob Shedd. Practice sessions followed with Exhibition first and then the groups in numerical order.

12:30 Lunch break held the track laps by registered Street cars.

1:30 PM began the 10 lap Qualifying races, again in group numerical order.

5:00 PM held the MG-Triumph Feature Race. The Triumph TR-6 was the overall winner and Kurt Byrnes Was the Top MG, finishing second overall with his 1951 MG TD. The Triumph was not available, so Kurt was given the checker flag lap.

Thursday 9-22-22 9:30 AM began the Group Race #1. Group 1 & 2, and Group 3a & 3B were both combined to speed the race schedule. All races were 10 Laps.

12:30 PM was the Lunch Break and the MGVR Hospitality event reopened. Several Bottles of the Great Western Champagne from the Watkins Glen 1989 Collier Cup were on hand. These bottles were recently found, and it was decided to award them to the MGVR drivers present at the PIB Focus event. The Bill Parish Master of Speed Deception award was presented to Dan Leonard. The MGVR Spirit award (Copper Bucket) award was presented to Steve Konsin. We also celebrated Tom Baumgardner's Birthday with a rousing version of the "Happy Birthday" song. Also noted was that Tom has attended every PIB race held since 2009. This week Tom drove his beautiful 1950 MG YT. During the Lunch break, the Colors were presented by PIB American Legion Post 542 Honor Guard.

1:30 PM had the Four Group Race #2 and the Exhibition Race. All races were 10 laps.

4:00 PM was start time for the Put in Bay Cup Race of 15 laps. This race was invitational for race cars in Group 1 thru 4.

Chris Meyers Report

This was my 3rd PIB race event. Each year has its own identity; this year's MG/Triumph event was special not only for the races, and racers but for the friends I have not laid eyes on since The Pandemic! I could list 'em all but I won't. IT WAS FANTASTIC TO SEE EACH AND EVERY ONE OF YOU AGAIN!

I have "Thank You"s to extend to:

- Every MG Vintage Racer who participated in this event in one way, or another.*
- The MG owners, drivers and their crews who participated in and spectated at this year's event.*
- The MGVR crew: Larry and Charlyn Smith, Dave and Chari Smith, Eric and Leann Russell, Dan and Jane Leonard, Chris and Cheryl Kintner (PIB Registration), Manley Ford, Dave Nicholas*
- All 1000 of the PIB Road Races volunteers crew, highlighted by Jack Woehrle and Manley Ford. There wasn't 1000, but they organized and executed one heckuva event as if they numbered that many!*
- The PIB citizens, town and business leaders, and visionaries who made, and are the lifeblood of this event!*

I will also extend a special thanks to Jim Warren, my wingman for this year's PIB event. This is Jim's second event, having joined me in 2014. No bourbon-fueled hijinks this time 'round, eh Jim? Please see below (grab your strongest magnifier readers) for results from The MG/Triumph and PIB Cup Races

2022 Put-in-Bay SportsCar Races

Put-In-Bay MG-Triumph Challenge Feature Race Final Results

Wed, 21 September 2022

group	class	class pos.	O.A. pos.	laps	Car #	Name	Color	Year	Make / Model	Disp	Sponsor	Hometown
G 1	BP	1	1	15	75	Halkias, Sam	Black/Silver	1971	Triumph TR6	2500cc	Catawba Is. Marina/Halkias Performance Se	Westerville OH
G 4	FM	1	2	15	283	Byrnes, Kurt	Black	1951	MG TD/1350	1300cc		Pittsburgh PA
G 4	FM	2	3	15	15	Konsin, Steve	Green	1953	MG TD/1466	1466cc		Roswell GA
G 4	FM	3	4	15	118	Lekanka, Mark	Red	1952	MG TD	1460cc	Miller Boat Line	Put in bay OH
G 3B	FP/2	1	5	14	61	Russell, Eric	Chariot Red	1961	MG A	1640cc		Mebane NC
G 3A	FP	1	6	14	17	Harmuth, George Michael	Red	1963	Triumph Spitfire	1296cc	Dutchess Window Tinting	Poughkeepsie NY
G 4	HP	1	7	14	56	Moore, Glen	Ivory/Maroon	1955	MG TF 1500	1466cc		DeLand FL
G 3B	FP/2	2	8	14	49	Smith, David T.	White/Blue	1962	MG A	1622cc		Holt MI
G 4	FM	4	9	14	409	Leonard, Dan	Blue	1949	MG TC Special/1480	1480cc		Parkton MD
G 3B	FP/2	3	10	14	029	Meyers, Chris	British Racing	1957	MG A	1665cc		Burlington CT
G 3A	FP	2	11	13	133	Pierce, Rod	Blue	1974	Triumph Spitfire	1300cc		Radnor OH
G 2	DP	1	12	13	84	Meldrum, Richard	Blue	1968	MG B	1869cc		Huntington IN
G 3A	FP	3	13	12	10	Henry, Sean	Green	1973	Triumph Spitfire	1500cc		Marysville OH
G 3A	FP	4	14	4	70	Evans, Thad	Red	1972	MG Midget	1275cc		Hudson OH
G 3B	EP	1	15	3	117	Styduhar, Daniel	Dk Blue/Grey	1958	Triumph TR3A	2203cc	Lucky Dime Racing	Brookfield OH
G 1	BP	2	16	DNS	12	Madison, Jack	White/Blue	1970	Triumph TR6	2498cc	Catawba Island Marina	Port Clinton OH
G 2	DM	1	17	DNS	91	Crowe, Christopher	Burgundy	1957	MG Victress S2-Buick	3500cc	Ecurie Hodge Podge Express	Danville, IN
G 3B	FP/2	4	18	DNS	191	Shafer, Craig	Green	1959	MG A	1600cc	none	Somerset PA
G 3A	FP	5	19	DNS	42	Cutter, David	Red	1964	Triumph Spitfire	1147cc		Beavercreek OH
G 3A	FP	6	20	DNS	181	Sukey, Marty	White	1964	Triumph Spitfire	1296cc	Team Sukey Triumphs	Grafton OH
G 3A	X	1	21	DNS	986	Rudd, Dominic	Blue	1967	MG Midget/SCCA	1275cc		Onsted MI

RESULTS OF THE MG/TRIUMPH CHALLENGE

Cup Race Final

2022 Put-in-Bay SportsCar Races

Thur, 22 September 2022

group	class	class pos.	O.A. pos.	laps	Car #	Name	Color	Year	Make / Model	Disp	Sponsor	Hometown
G1	BP	1	1	15	75	Halkias, Sam	Black/Silver	1971	Triumph TR6	2500cc	Catawba Is. Marina/Halkias Perform. Ser.	Westerville OH
G 2	S2	1	2	15	11	Limber, Greg	Green	1971	VW Beetle/2.0L	2000cc	Arbor Inn @ PIB	Elyria OH
G1	AP	1	3	15	62	Poseidon, Lee	Blue	1962	Jaguar XKE rdstr/4.3L	4300cc		Cleveland OH
G1	S1	1	4	15	3	Sedlak, Michael	Poppy Red	1968	Ford Mustang/302	5000cc	None	Brighton MI
G1	S1	2	5	15	33	Barack, Cory	Red	1966	Ford Mustang 2+2/292	4800cc		Saint Clairsville OH
G 3A	FP	1	6	14	151	Kansa, Robert	Yellow	1960	AH Sebring Sprite	1300cc	Island various	Akron OH
G 3B	S4	1	7	14	997	McConnell, Randy	Green/White	1962	Austin Cooper	1293cc	S&M MINIS	Lakewood CO
G 2	DP	1	8	14	48	Cunningham, Brian	White/Blue	1966	Yenko Stinger	2700cc	Sugar and Spice Restaurant	Horseheads NY
G 4	FM	1	9	14	15	Konsin, Steve	Green	1953	MG TD/1466	1466cc		Roswell GA
G 2	S3	1	10	14	27	Roberts, Pete	Red	1966	Ford Cortina GT/TC	1558cc	ME	Reynoldsburg OH
G 4	HP	1	11	14	9	Kelly, Don	Blue	1961	Austin Healey Sprite Mk I	948cc		Rapid City MI
G 3B	GT5	1	12	14	37	Stephenson, Serena	Green/white	1964	Austin Mini/GT5	1360cc	2Girls Racing	Garnet Valley PA
G 3B	FP/2	1	13	13	49	Smith, David T.	White/Blue	1962	MG A	1622cc		Holt MI
G1	CP	1	14	13	80	Noble, Michael	Black	1972	Alfa Romeo Spyder Veloce	1962cc	Darryl's Car Service Elyria Ohio	Elyria OH
G1	BP	2	15	7	12	Madison, Jack	White/Blue	1970	Triumph TR6	2498cc	Catawba Island Marina	Port Clinton OH

RESULTS OF THE CUP FINAL, THURSDAY RACE



Steve Konsin in his very fast TD

Glen Moore's TF leads
Dave Smith's MGA
and Chris Meyers in 029





**Dan
Leonards
MG TC
Special**

**MG Central.
The grille
is cookin' &
the folks
are enjoying
the day**



2022 Collier Cup

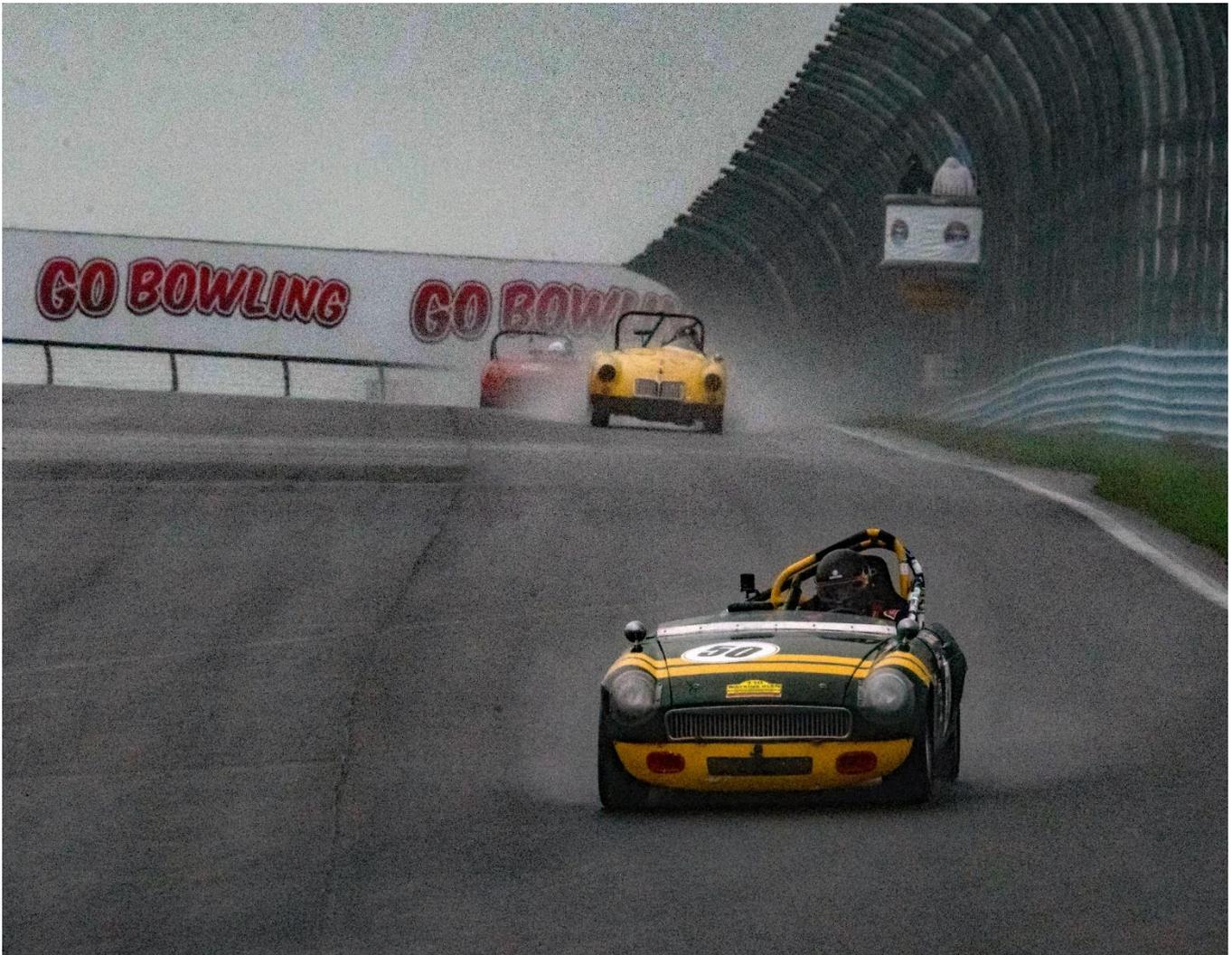
The weather for the first days at Watkins Glen was superb. But the rain Gods were having some fun with us and Sunday started wet, stayed wet and never relented. The Collier Cup race was late in the day and only a few cars showed up. Andy Moore and his team were fully prepared and appeared on the grid with real rain tires. Most of us were not so prepared.

I was on pole in Honey Bee by virtue of winning the SVRA group 1 race and setting fastest time. I had increased tire pressures by 3 pounds to open up the treads in my Hoosiers and planned to do nothing more than be first MGA and win the Bucher-Decker cup. I sent word to Andy that I would gladly not fight him when he went to pass me. But as General Patton once said – No battle plan survives first contact.

My buddy,
Pete
Uzdavinis,
made
some kind
of fabulous
start and
went by
me on the
inside into
turn one.
Far too
fast to
make it,
but I
quickly
realized he



never intended to. Turn one at Watkins Glen is a NASCAR turn with probably 100' of paved run off. Pete simply took the extra room to slow, turned and came roaring out onto the track. He'd done this to me before and I knew what was happening and stayed inside and got out in front. Poor Andy was now stuck behind both of us. I was able to get a small gap and led the first lap when Andy went past me on the front straight.



Andy Moore leads going into the second lap and never looked back



After that it was a matter of survival for all of us. Heather Richards made the very courageous decision to compete in her first wet race. More important, it was her first race weekend after drivers' school. Going out in the wet was one hell of a gutsy move. And she ran every lap.

Heather Richards Midget

Andy was long gone; I could see Pete most of the front straight behind me. Then, on the 5th lap, from where I don't know, Honey Bee went sideways on me going over the top of the Glen's famous hill and spun. For a second I thought I had it caught, but really, I was just a passenger. She hit the guard rail on her second pirouette and bounced back across the track. The good news was I fought the spin long enough that by the time the car came to a stop it was past the outside guard rail and rested in the grass. I could see the front fender was mashed but started her up and got back into the fight. Thank goodness Pete was skilled enough to miss me spinning across the road.

By this time Jim Holody had caught me in his spotless twincam. The race was on to be first MGA. I lost. I had pulled onto the track a bit in front of Jim but the reality was that Honey Bee was wounded. As we found out later the hit had squished the radiator overflow into the top radiator hose closing it off and no water was circulating. Water temp hit 220 and I drove her back to safety.

Andy and Pete kept on the pavement, Jim drove a smart race and each won their respective awards for first MGB, first Midget and first MGA. Mark Bucher was there to present Jim with his second Bucher-Decker cup. I did not know it, but Bill Glanville's wife and daughter were there. I felt terrible as they should have presented Pete with the Glanville award. It won't happen again.



Andy's arms were full with both the Target MGB and the Cornett first overall awards. Joe Tierno found some small Champagne bottles from the Collier Cup in 1989 and these were passed around to the winners – with a special award to Heather Richards. You could not have wiped the grin off her face with a bulldozer. (see the cover photo)

A big shout and thanks to last year's winner Kenny Williamson. Kenny's car was not ready to race but none-the-less, he grabbed the awards and drove up from Pennsylvania to make them available. THAT is the spirit of an MG racer. My committee also agreed that Glenn Moore should receive the Archibald first T award. He started but failed to finish, yet he appeared.

The downside is the entry for the Collier Cup was pathetic. We had a total of 16 MG's, of all flavors, entered. The Bugatti crowd brought nearly 30 cars and 20 made the Bugatti race in the rain. I'm at a loss what to do. I know many have disagreements with the SVRA and complain that they are only interested in pro

racing, TransAM and IGT. What the complainers forget is that SVRA continues with the Collier Cup. They honor us with an all MG race, they bought and paid for many of the trophies yet many choose to ignore the event. Somehow, I have become the de facto head of the MGVR. My feeling is that should we not see a huge increase in entries for the 100th anniversary of MG at the Collier Cup in 2023, I'll be forced to make the Cup a once every 5 years event or simply cancel it. It is embarrassing that Alfa had over 40 entries last year, Triumph had the same or more for the Kastner Cup, 30 Bugatti's appear this year yet MG can only muster 16 cars?



Glen Moore in his TF

Jim Holody, MGA twincam



I can go on about what the Collier Cup signifies and many an article has been written about Sam and Miles Collier and what they meant to sportscar racing. Next year is the 100th anniversary of MG. There will be a major celebration with judged concours and MG only races at Lime Rock to celebrate. The Lime Rock Historics and the Watkins Glen Vintage GP are only days apart and just over 200 miles. If those reasons alone are not enough for you to bring your cars, then perhaps it is time for the Collier Cup to become history until more enthusiastic and serious drivers return.

Many of you know Joe Tierno, the man who was partially responsible for the resurrection of the Collier Cup long ago. Joe has won about every MG award possible and was at this years Collier Cup. Like me, he has a long history with this most cherished event. Here is what Joe had to say.

Recently, I was at the vintage races at Watkins Glen, and in a race for MGs only, it's known as the Collier Cup, about six cars took the green flag. Six. Not that long ago the fields were massive and the enthusiasm was on full boil.

This year, a rookie competing for the first time, anywhere, took to the famed, rain-soaked track and competed flawlessly. If anyone does not want to race in the rain, I respect that. But rookie Heather Richards overcame her fears and successfully completed her weekend, racing in the rain to boot. A rookie who, in my biased opinion, put many others to shame.

Where was everyone else? They went home because of the threat of rain. About ten years ago, and this year as well, Bugattis turned out a stellar field of significant and priceless cars to race in the rain. In the rain! And both times, MGs packed up and went home.

I apologize for the rant but something is wrong if participants spend a great deal of time and money to compete but go home because of rain. Rain is part of road racing and if you learn how to deal with it, you will be a better driver. It pains me to write this but that is how I see it. Fortunately, the big-bore cars and modern Porsches put on a great show, so most spectators seemed pleased.

At the same time, vintage racing in Europe is continuing to expand and believe me, they race come rain or come shine. Feel free to forward this note, especially to some MG racers who might be annoyed by my comments. Just remind them that 2023 will have significant events to celebrate the 100th anniversary of the MG marque, and they should support them by logging on to <https://www.mgvr.org/>

*Best wishes,
Joe*

JOE PUMA, 2022 COLLIER CUP WINNER

Voted by drivers



Joe purchased his 1967 MG Midget for \$800 as a rolling shell somewhere around 2005. He built it into a race car himself and it's first race was at the Canadian Vintage Grand Prix in 2011. Joe raced his car in the Great-Lakes/Eastern US area - Mid Ohio, Pitt-Race, Mosport, Lime Rock, Thompson, Summit Point and of course Watkins Glen. Being from Buffalo, The Glen was his home track. The car was damaged at Watkins Glen in 2016 when he spun and bounced off the outside tire wall in turn 6.

The damage was predominantly to the body - drivers side front fender, door, rear wing & boot and the unibody tub was tweaked enough to require straightening. As Joe got into the repairs, he found the engine mounts had broken loose and the motor bounced off the inner fender damaging the carbs, intake manifold, exhaust manifold & front plate.

Working himself, It took Joe about 3 years to repair the car. New front & rear fenders, new door, a lot of pounding, welding, body work and new paint. Oddly he found the Mk III midget only used rare "square" wheel arch rear fenders. But the MG family came to the rescue and he found parts in Canada to finish the car.





His first race back was VRG at Pitt-Race in September 2019. “It was an awesome feeling to be back on the false grid, engine barking and enjoying that feeling that we all know so well before starting a race” he said. But it was short lived because the intake manifold was cracked and Joe only got a couple laps in before the

engine became very unhappy. The COVID pandemic cancelled his racing until nearly 2 years later at the PVGP Historics. Since then, Joe has been smiling and back in the seat at The Glen, PGVP and Mosport.

Joe’s story is the personification of our MG Spirit and a worthy recipient of this years Collier Cup. Like so many before him, we say Congratulations, Well Done.

Joe Puma MG
Midget #17





Parting Shots

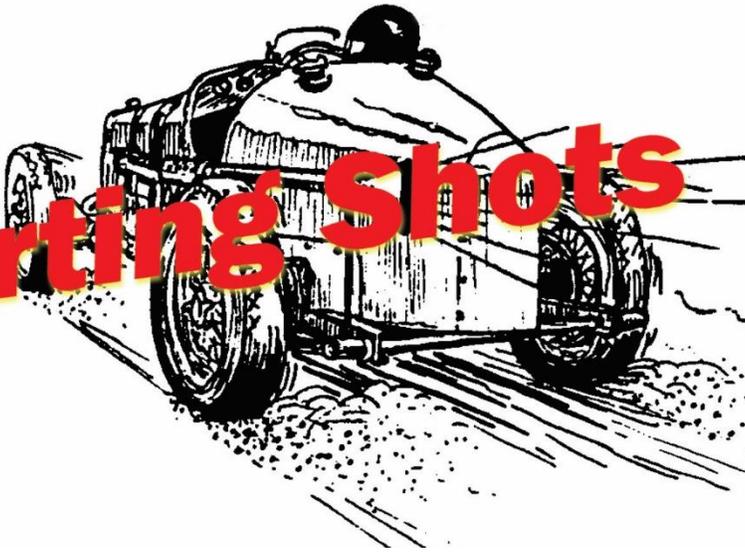


PHOTO CONTEST.... WHICH DRIVERS WON AND WHO CRASHED?

