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PITTSBURGH 1991 WHERE HAVE ALL THE T's and PREWAR CARS GONE?

From The Editor:

Where has the summer gone? We're closing in on Labor Day weekend and Memorial day was just last week ! Or so it seemed.

There is still a lot of racing left for 2022. The Lime Rock Historics happen over Labor Day, the following week is the Watkins Glen Vintage GP which features the Collier Cup. I have not seen the entry yet, but I can say I am bringing the Championship MGA Honey Bee back to racing at the Glen. I hope many others of you will support the Collier Cup. To paraphrase President Ronald Reagan's Freedom Speech, I offer that "The Collier Cup is but one year with few entries away from extinction". This historic event needs to be kept alive. IF you race an MG, you must come to the Collier Cup.

Our cover photo is from the 1991 Pittsburgh race. Yes, it is over 30 years old, but where have those cars gone? The men and women who drove them back then are probably not racing anymore, but those cars are somewhere, and they need to come out of hiding and back where younger generations can see just how unique and beautiful they are.

We start this month with an article out of Australia that addresses the future of MG. SAIC, who owns MG, has an office in the US but no plans to import any of the new cars. I don't agree with a lot of the MG Australia's boss' comments, but that's is today's thinking.

Larry Smith tells us the history of the Glanville Cup. A chart on if cars are worth more or less than when new and some great advice on staying hydrated when racing.

Greg Prehodka tells a sad tale of racing, but makes the point we always need to be prepared when we get in our cars to compete.

The Collier Cup will happen before the next edition happens. Here's my story about perhaps the greatest Collier Cup ever.

Chinese car company reveals its plans to take over the Australian market with MG electric vehicles that are MUCH cheaper than a Tesla - so would YOU buy one?

- *MG executive Danny Lenartic said brand no longer synonymous with sports cars*
- *As budget brand, MG in February was Australia's seventh most popular marque*
- *MG ZS EV Australia's most popular electric vehicle in 2021, new model coming*
- *At \$44,990, outgoing model was \$20,000 cheaper than the entry Tesla Model 3*

By [STEPHEN JOHNSON, ECONOMICS REPORTER FOR DAILY MAIL AUSTRALIA](#)

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A Chinese-owned car company has revealed its plans to take over the Australian car market with electric cars that are much cheaper than [Tesla](#).

An MG executive said motorists no longer associated its famous octagonal badge with British open-top roadsters like the post-war



MGA and MGB classics, as they looked to the future. Chinese-owned car company has revealed its plans to become an even more popular brand as Australians increasingly

embrace electric vehicles - and forget about its heritage (pictured is the facelifted MG ZS EV model due in showrooms in June)

The MG ZS EV was Australia's most popular electric car last year, with the SUV costing \$A 20,000 less than the most affordable Tesla.

MG, a reinvented budget car maker, was Australia's seventh most popular brand in February putting it ahead of Subaru, Isuzu and Nissan on the Federal Chamber of Automotive Industries sales chart.

The MG ZS was Australia's sixth bestselling car last month while in January it had two spots on the monthly top ten for the first time ever, with the budget MG3 in ninth place, cementing its place as Australia's most popular light car.

The MG ZS EV in 2021 was Australia's most popular fully-electric car with its 1,388 sales making up 27 per cent of the 5,149 EV sold in



Australia, excluding Tesla which doesn't provide data to the Federal Chamber of Automotive Industries.

The 5,149 electric cars sold last year made up just 0.49 per cent of the 1,049,831 vehicles of the 1,049,831 vehicles leaving showrooms in Australia. The reborn budget car maker was Australia's seventh most

The reborn budget car maker was Australia's seventh most popular brand in February putting it ahead of Subaru, Isuzu and Nissan on the Federal Chamber of Automotive Industries sales chart (pictured is the budget MG3 hatch)

But MG is hoping to lead the environmental change.

A new, facelifted MG ZS EV is arriving in showrooms in June with \$500 deposits now being taken to secure a model which can be charged up in 45 minutes.

The outgoing model, priced from \$44,990, has a range of 263km between charges - and was much cheaper than the Tesla Model 3 priced from \$63,900.



The upgraded model has a greater range of 320km and a slightly higher starting price of \$46,990, driveaway, for the Excite model.

Danny Lenartic, MG's general manager of electric vehicles in Australia and New Zealand, said 'only a few' motorists and 'not the many' associated the brand with open-top sports cars

Lenartic, is expecting MG to be a big part of Australia's automotive future, as motorists balked at petrol prices surging above \$2 a litre and federal government subsidies enticed motorists to embrace a green alternative.

'People realise there is a paradigm shift towards electrification in Australia,' he told Daily Mail Australia. 'Whether it's double-digit growth, I believe it will increase and I believe it will increase rapidly.'
Mr Lenartic was adamant the long charging time, compared with filling a petrol car, and shorter range won't be an issue either with average petrol prices at an all-time high, thanks to Russia's Ukraine invasion.

'It costs less than \$15 to fill an EV and I'd be scared to think how it Costs now to fill up a car at that \$2 price point.

be (pictured is Scottish actor Ewan McGregor with a classic MGA from 1962



'Stopping for coffee for 45 minutes while you're charging your car may start to outweigh the convenience of stopping on the side of the road.' For most of its history MG - also known as Morris Garages - was associated with British open-top roadsters but that changed with the collapse of Rover in 2005, which saw the Chinese state-owned SAIC group take over.

Since then, MG has become synonymous with budget SUVs and hatches made in China - a far cry from its 1924 origins as a sports car badge.

Mr Lenartic said 'only a few' motorists and 'not the many' associated the brand with open-top sports cars. 'That's not how the population sees us,' he said. 'You're focused on returning to heritage but in the same sentence we're a top ten brand.'

'There was a time, and I will agree with you, for many years throughout this new generation of MG, we had that challenge - today people don't know us as a sports car. 'They know we have a sports car heritage but that's not how they see us today.'



While MG is no longer a sports car company a new Cyberstar model due in 2024, on the centenary of the marque's founding, will be the first all-new MG coupe since the MGB GT (pictured) debuted in 1965

Mr Lenartic, who has also worked as product and marketing manager with MG since it returned to Australia in 2016, said bringing up the heritage was 'touching on an emotional heartstring'.

'I worked really hard to make this a mainstream brand,' he said. Your perception is that MG is a sports car brand – to us MG is a car company, it's a badge that represents style, sophistication, technology, forward thinking because that's what it did in the day.'

Mr Lenartic said buyers also didn't care that it was Chinese owned and Chinese built despite Communist President Xi Jinping's trade sanctions against Australia. 'Country of origin to me today isn't as

important as the core values that the people behind the brand stand for,' he said.

Mr Lenartic, who has an MGB open-top roadster as his LinkedIn image, is hoping social media pressure may convince the Chinese company to release a convertible version - something that hasn't been done since the MGF was released in 1995.



'The MG history has always been a value brand so it's always been the

affordable sports car, that's how it gained its popularity. 'Realistically, the core values of MG haven't changed - for me we've held on to that identity.'

'With social media, hopefully that powers that be at SAIC one day will say, "Right, we're a brand that's ready to go, let's go for it",' he said. 'There is something exciting about an open-top car that is very low to the ground.' That would be a case of back to the future - with an electric motor.

By returning to its roots, MG wouldn't be the only popular brand with a roadster. Mazda, Australia's second bestselling marque in February after Toyota, has had the MX-5 soft top in its line-up since 1989. The Japanese roadster went on to displace the British MGB as the most popular sports car of all time.

The Glanville Trophy for MG Midgets – In Remembrance of Bill Glanville

While watching the Collier Cup trophy presentations at the Watkins Glen Winner's Circle in 2006, trophies were presented for the race winner, and the top MGB, MGA and T-series finishers of the race. While MG Midgets finished near the front of the field, there was no trophy for the first MG Midget. Hm, I wondered why that was the case. Standing next to me was SVRA official Jack Woehrle who said, well go ahead and put one together for next year. I accepted the task. The first job was to find a sponsor and a name for the trophy. I polled the MG Midget racers who were members of MGVR and Dick and Marlene Rzepkowski spoke up representing the MG Car Club Western New York Centre. Bill Glanville and his wife Suzanne were both active members of that club always lending a hand or advice to others. Dick and Marlene proposed to their MG club that they honor Bill Glanville, who had recently passed from cancer, by providing the funds for the trophy and naming it in remembrance of their well-respected friend and MG Midget racer from the club.

Bill Glanville had a racing background before becoming a racer of a vintage MG. He attended four Skip Barber race schools and raced in an open wheel car at Watkins Glen before purchasing his white MG Midget racer #191 in April of 2002. The car had a racing history in Denver Colorado before finding a home with Bill in New York. Under Bill's ownership the car was supported by Bill and his brother Tom Glanville. Tom was an instrumental and integral part of Bill's vintage racing. The racing effort was sponsored by SKG Racing (his wife is Suzanne K. Glanville). With the able assistance of brother Tom, Bill was a very active MG Vintage Racer, competing at Watkins Glen, Mosport, New Hampshire Motor Speedway, VIR, Mid-Ohio, Road America and in Quebec. He finished 2nd in the points standings at the end of the 2003 racing season.

All the while when racing the Midget, Bill was fighting cancer. If I remember correctly, he timed his cancer treatments in a manner that would allow him to be ready for the events on his racing calendar in 2002 and 2003. Was his cancer an impetus for Bill to decide that life would be better if he was racing? We don't know if it was, but he was a very active racer during this period. Bill stayed true to the MGVR racing code of conduct, hard racing while always leaving plenty of room for good side to side dices

and none of the risky moves. Bill had a very easy-going personality; he was smooth on the race track and that made him fast as well.

Bill was much loved, well-respected and known to many as a gentleman MG racer. More importantly he was a good husband to his wife Suzanne, good father to son Matt and daughter Julie, good brother and friend to all who knew him. He passed away following a three-year battle with cancer. It is fitting that this trophy is presented by Bill's family to the first MG finisher in the Collier Cup at Bill's home track. Eight of the best eastern U.S. MG Midget racers currently have their names on the trophy.

Tom Glanville took over racing the MG after Bill passed away from cancer. Ownership transferred to Tom in 2004 and after racing the car for several seasons, Dick Rzepkowski bought the car from Tom in July of 2019. Dick still carries a tribute to Tom and Bill on the rear of the car, now number 74 in recognition of the year Dick and Marlene were married. As Suzanne supported Bill's racing, Marlene has always been there supporting Dick's racing hobby since he began racing in 2002.

Below is a photo of the Glanville MG Midget taken when Dick Rzepkowski first ran it at Watkins Glen in the Fall of 2019. The only difference is now the number 191 has been removed and the number 74 has been applied.



We love our MG's and often look at what each of our cars are advertised for or what they sold for. Here's an article that addresses how many cars have done over the years.

ARE CARS WORTH MORE OR LESS THAN WHEN THEY WERE NEW?

We grabbed Road & Track's 1970 buyers guide and looked at the prices, comparing their "as tested" prices to today's average values as dictated by the Hagerty guide. To level the playing field, we also ran the original prices through an inflation calculator. Yes, a few members of the class of 1970 represent great investments. Most, though, didn't do as well as expected.

Car	Original Price	Adjusted for Inflation	Current Value	
Alfa Romeo 1750 Spider	\$4,333	\$33,091	\$26,000	↓
Alfa Romeo 1750 Berlina	\$3,630	\$27,722	\$24,900	↓
BMW 2500	\$5,619	\$42,912	\$16,300	↓
Chevrolet Corvette (435 HP)	\$6,347	\$48,471	\$101,000	↑
De Tomaso Mangusta	\$11,150	\$85,151	\$75,200	↓
Ferrari 365 GT 2+2	\$18,900	\$144,337	\$190,000	↑
Ferrari 250 GT Lusso	\$13,375	\$102,143	\$1,250,000	↑
Ford Maverick	\$2,395	\$18,290	\$7,000	↓
Iso Rivolta S4	\$14,300	\$109,207	\$36,000	↓
Jaguar E-type Coupe	\$6,495	\$49,602	\$74,200	↑
Lamborghini Espada	\$21,000	\$160,375	\$72,300	↓
Lotus Elan S4 SE	\$5,133	\$39,200	\$23,100	↓
Mercedes-Benz 280 SL	\$7,833	\$59,820	\$72,900	↑
MGC	\$3,637	\$27,775	\$24,200	↓
Morgan Plus 8	\$2,800	\$21,383	\$40,000	↑
1.9 Opel GT	\$3,494	\$26,683	\$12,600	↓
Porsche 911 E	\$7,240	\$55,291	\$83,000	↑
Porsche 911 T	\$6,418	\$49,014	\$64,000	↑
Rolls Royce Silver Shadow	\$19,600	\$149,683	\$8,700	↓
Rover 2000TC	\$4,500	\$34,366	\$7,400	↓
Subaru 360	\$1,346	\$10,279	\$25,000	↑
Sunbeam Alpine GT	\$2,570	\$19,627	\$9,600	↓
Triumph GT6+	\$3,380	\$25,813	\$12,500	↓
Triumph TR6	\$3,565	\$27,225	\$16,000	↓
Volvo 164	\$4,340	\$33,144	\$5,200	↓

Race Drivers - Take Care of Yourself, or.... !

By Greg Prehodka

Let's face it, most of us "*vintage racers*" don't have the youthful bodies or conditioning or discipline to race Formula 1 - *Ha!* But we all do accept "*some risk*" by racing! How much risk are you willing to accept? Good question! And where we can, we need to minimize our risk, including keeping ourselves *hydrated (and I'm not talking Budweiser here!)* I'd like to relate a sad story of mine which is about taking *care of yourself* for racing. This incident really gave me religion about staying cool and hydrated and in shape when racing. After a vintage race weekend, I expect to drive back home, - just like I got there - and not be sent home in a *box!*

It's August 1993 at the Pittsburgh Vintage Grand Prix in Schenley Park in downtown Pittsburgh. A truly unique and beautiful street racing venue through the lovely park. I was racing my MGTD at it. It was a hot muggy August day. Temps in the low 90's. It was later Sunday morning and the next race up was our "All MG" race. We were called up to the false grid to prepare to go out for our race. I was already sweating and I wasn't even doing anything! Well, I got my MGTD to the false grid and parked in line. The sun was beating down on us. We were ready to go out for our race, when we were told there was some kind of incident on the track that they had to clean up, and our race would be delayed a little while. Well, you never know what a "*little while*" can mean. So we sat there baking in the hot sun, our brains getting fried in our helmets. After what seemed like a significant delay, our race got the signal to go out and we were off. Now if you've never raced here, Pittsburgh is the most challenging and dangerous race course that I've ever race at - and I've raced at many courses! There is a reason why permanent tracks were built. Almost no margin for error here! It is unforgiving! Stone walls, a bridge over Panther Hollow with a 100 ft drop if you go over its railing, telephone poles, fire hydrants, road gutters, trees, curbs, and several different roads surfaces making up the course.

We're finally off and racing around the 2.4 mile challenging road course. A truly unique feature of this course is how the open exhaust of the cars racing together echoed off the stone walls and trees. On the second or third lap as I came around a left hand road bend, with a steep hill on one side and a low stone wall on the other, I see a corner worker violently waving a red flag. *Oh Shi*!* Now this can't be good as I hold my breath! I hoped it would be nothing serious! MG racers could only wonder what

might have happened!! All the MGs now slowly came back into the paddock. None of us noticed any incident on the track, but there is one MG unaccounted for, David Kuhn's MGTD. Rumors start spreading as we hold our breath wondering what happened! Not knowing, just sitting there waiting, was a terrible feeling! Then we got confirmation that Dave had an accident with his TD and was killed. Saddest racing day of my life! That ended all racing for the weekend. And a bottle of water, or even some shade, might have saved his life! Many ifs to dwell on here! What if Dave had hydrated himself more? What if Dave was in better shape. What if we were not held up? What if Dave had an umbrella for shade while sitting on the false grid, what if....what if.....! And the hurt went beyond just the racers. My wife and daughter were with me, and not a word was spoken on our so sad drive back home. To this day I'm still not over it. And I can only imagine what they were possibly thinking. What if it had been me - and not Dave? I couldn't believe it really happened, and I will never forget that day. This incident would cause everyone - including myself - to reflect on our participation in vintage racing, and a number of MG racers would give up vintage racing because of this. It wasn't worth the risk to them.

Here is what the investigation into the accident later revealed. As mentioned, it was a hot and humid day. Dave, like many of us, was a bit older, (I believe he was around 50 years old). Friends later said he was acting somewhat sluggish in the heat and humidity earlier in the day. He worked as a program director for TV station WGBH out of Boston. His accident was a solo accident - no other MGs were involved, or even near his MG on the track, when the accident happened. He drove his MG into the low stone wall on the outside of the road (*I'd guess it was about 18 inches high*) and his car went up on top of it, and then rolled off of it down into the woods on a steep embankment. In an ironic way his head somehow got pinned between the car's roll bar and a tree - killing him.

Roll bars are suppose to save you - not kill you! There were no skid marks. Examination of the car later did not show any mechanical failure. It is believed that he just passed out due to heat exhaustion while racing and just passed out, drove into the wall and went over it.

This accident reinforced my thoughts about taking better care of myself on race days after that - especially hot and humid days. On race days, I keep myself well hydrated, and I keep a small umbrella with me to keep either the sun or the rain off of me while sitting on the false grid. Let this be a lesson to all racers to take care of yourself including staying hydrated!

Your loved ones will be waiting for you when you get back home.



A look at part of the Schenley Park circuit

Racing History: The Collier Cup

By Dave Nicholas

There is so much more to the story of the Collier Cup than meets the eye. As a sixteen year old, my buddies and I were at Watkins Glen for the Grand Prix. Part of the Grand Prix weekend was the Collier Cup, an all MG race. Two of our local heroes were racing – Bob Bucher in Spankey Smith's #029 and Sherm Decker in his #16 MGA among 25 other cars. Back in the day, grid spots were drawn from a hat, not how fast you were in practice. There was no qualifying and both Bucher and Decker were mired back in the field with some fast racers in front of them. George Valentine was an SCCA national champ, Ross de St Croix was Canada's fastest with Monte Allen and Hank van Deusen contenders for the win.

The old Glen course was 2.3 miles per lap and the Collier Cup was 11 laps or about 25 miles. The circuit was fast and dangerous. When the track opened in 1956 the SCCA cancelled their sanction because the track was not finished and considered too dangerous. Now, two years later, the Glen was the biggest sports car race of the year.

At the standing start, both Bucher and Decker were quickly slicing their way through the field. But consider every MGA was a 1500 and rules did not allow a lot of modifications, so power was relatively equal. It was skill that brought these two superb drivers to the front. As the laps wound down, on lap 9 Bucher out-braked



Valentine and StCroix into the last turn hairpin to get the inside line and take the lead. Decker was only a few car lengths behind but had to get past the other two MGAs before he could challenge Bucher. Into the final turn onto lap 11 and Decker had cleared the others and it was a fight between the two of them on the last lap. Another fact to be considered is Sherm Decker tuned and prepared Bucher's car. Spankey's car, driven by Bucher, Monte Allen's,



Hank van Duesen's and Valentine's cars were all prepared and tuned by Decker. Sherm was the kind of man who pulled no punches. Your car would be as good as his and the winner was the best driver and Sherm usually was the best.

My buddies, Joe Tierno, Dave Zych, and I were all jumping up and down wondering what was about to happen. Last turn, last lap, and the finish line was maybe 240 yards from the hairpin. Bucher comes in hot knowing that Decker would make a last turn move. He gets in too far and his Michelin X tires slide dead sideways in the last turn. Decker looks over and sees his friend in trouble and semi spins his car to avoid a collision.

The two cars get straight, but are inches apart. It is a total drag race to the line and Bucher wins by inches. How can I remember all of this? Dave Zych took an 8mm video and I shot photos. That fabulous finish is completely documented.

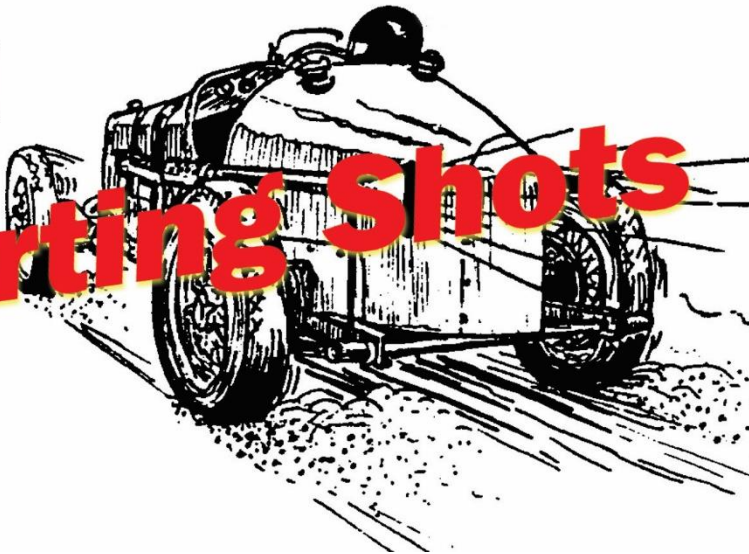
Fast forward sixty years to the 2018 Collier Cup. That sixteen-year-old kid who watched the epic 1958 race sits in his MGA at Watkins Glen for the Collier Cup. I had lost this race four out of five years, missing the 2015 event because of a work conflict. The award for the first MGA is a beautiful silver cup named the Bucher-Decker Cup in honor of those two guys who won four straight Collier Cups in the 1950s. I wanted it bad and the MG Gods smiled at me, It was my day and my MGA Honey Bee and I came first



100th anniversary celebration at Lime Rock 2023



Parting Shots



I'm super pleased to say we have 26 entries for next years race. A few of you also wrote to say they would be there just to enjoy their MG brothers and sisters and be part of this centennial.

So what are you waiting for? Write and give me a sign that you want to enter or you want to bring your "special" MG to show at the concours or just enjoy a top down weekend in the very gorgeous Berkshire mountains.



MG's at Lime Rock