

<p>AFFILIATED WITH</p>  <p>ENGLAND</p>	<p>NORTH AMERICAN  <b>MMMM</b>  NEWSLETTER</p>	<p>North American MMM  Register  Midget, Magna, Magnette</p> <hr/> <p>SPECIAL ISSUE  Fall, 2013</p>
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*"Once in a great while someone makes an automobile that is a thing apart from all others, an impersonal machine possessing a definite personality.....many a man competent to know will argue that the most completely appealing and unforgettable personality ever built into a car was put into the smallest of them all: the MG Midget."*

*Ken W. Purdy, The Kings of the Road*

*Editor's note: This is a special issue with a special announcement for all of the NA MMM Register folks. With the amount of information about the featured event in 2014, this issue will cover only that, and the Winter issue will feature the GoF West event as well as many other articles sent to me for publication. Larry Long, Editor and Director of Register Communications.*

# NAMMM Register 2014 National Meet & Watkins Glen Vintage Festival & Grand Prix September 4-7 2014

Attention MMM enthusiasts.

To get the most out of our 2014 event we advise you to take some action right away.  
Please read on for details.

Next year's National Meet promises to be an event not to be missed! It will be coincident with the Vintage Grand Prix Festival which is a 3 day extravaganza that attracts thousands of vintage sportscars enthusiasts to the scenic Watkins Glen Finger Lakes region. MG is the featured mar-  
que for the Festival in 2014. Over 100 MGs of all years will



be participating in all-out racing on the Grand Prix course. Many of the MG racers also participate in the race re-enactment over the original 6.6 mile road course through the streets of Watkins Glen. The Friday evening event attracts thousands of spectators to watch vetted vintage race cars sprint through the course at an impressive pace.

*(Continued on page 3)*

# The North American MMM Register

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The NAMMM Register Newsletter is published quarterly beginning in March of each year. The deadline for "camera ready" contributions—stories, technical reports, ads, and general information—is the end of Feb., May, Aug., and Nov. Please submit all contributions to Larry Long via:

e-mail at emgeeguy@aol.com  
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Preferred format is:

Microsoft Word or text format  
JPEG format for photos (Please do not imbed with the text)  
8-1/2 X 11 or smaller for line art

Contributions are solicited for all activities associated with your MMM cars: local or national events you have participated in, technical tips, restoration progress, etc. Let us know what you are doing with your cars and how you have been enjoying them.

**The NAMMM Register Web Site is at <http://www.nammmr.org>**

**DISCLAIMER** -The opinions expressed in this publication are the personal opinions of the editor or the contributors, and are in no way the opinion of the North American MMM Register, except where expressly stated. Offers of goods or advice in this Newsletter are given in good faith. All responsibilities as to price, quality of parts, services or advice is a matter entirely between the parties concerned in any transaction. The North American MMM Register can not be held responsible in any way for any misrepresentation or failure, nor can they be held to adjudicate in any dispute. In addition, no company or commercial organization has any connection with the NA MMM Register.





The Collier Cup race has always been a highlight of the MG Vintage Racers calendar and draws participants from all over the US and Canada. Initiated by SVRA in 1985 with the support of the MG Vintage Racers and the blessings of Miles C. Collier, the event carries on the early pioneering racing spirit of Sam and Miles Collier, both of whom passed away in the early 1950s.

Only eight MGs contested that first Collier Cup race, but vintage racing and MG participation were growing. MG TD Driver Bob Colaizzi was the first winner, and over time, the vintage Collier Cup has grown in importance, with the 1994 event graced by 60 entries, and an incredible record-breaking turnout of 143 racing MGs in 2004! Our very own Pete Thelander won this coveted award in 2013 with his amazing NE Magnette.

We are making a concerted effort to unite all 5 known surviving pre-war ARCA MG racers. This will mark the first time these historic MG's that started the racing tradition in the US have been together since pre-war days. We are hopeful that the Collier family will be in attendance along with Leonidis, the ex Lemans/ PA racecar owned pre-war by Miles Collier. Peter Ross in the ex Tom Dewart J2 and Dave Harrison in the ex Barron Collier L2 are certainly fully on board for this event. Read more about the Collier brothers on page 5.



Leonidis, the ex Lemans/ PA racecar



Pete and Fran Thelander taking the turn at the start of the Heritage Tour in 2004

While many of the details are still in the planning process, co-chairs, the Rosses and Nowlans, are hard at work to finalize the details. As the planning process and associated costs are partially related to number of participants, we really need folks to make commitments and hotel reservations ASAP. Time is of the essence as some of the related events are filling up rapidly...this is not the event to decide about next spring! You really and truly have days, not weeks or months, to commit to some of these events.

The official NAMMM Register events will include:

Thursday evening Welcome dinner at a nearby winery

Saturday Morning MMM only car show at the Watkins Glen International Race track

Saturday evening dinner and awards presentations

Friday (and also Saturday & Sunday) is a multiple choice fun-filled day with events organized by the Watkins Glen Vintage Festival. They have been doing this for many years and from all reports do a truly excellent job at it. We urge you to check out their website at <http://www.grandprixfestival.com>.

**The biggest decisions that most urgently need to be made are whether to participate in the optional "Tour de Marque" or the intown Friday morning judged Concours d'Elegance.** Regrettably, entry fees for both of these optional events are not insignificant, but the significant added benefits reduce the costs of other options (particularly track admission) considerably. It's not practical to enter both of these optional events.

The Tour de Marque, open exclusively to participants driving this year's marque of any vintage, is strictly limited to 120 MG's of which 58 are already registered as of press time. The \$140.00 registration fee covers driver and navigator. It allows for participation in a two lap drive around the Grand Prix course, two laps of the 6.6 mile downtown road course, a luncheon for two at the track and a pair of three day passes to the racetrack ( that alone represents a \$70 value) and reserved parking for the downtown festival on Friday. This event starts from the Wings of Eagles Museum, in Horseheads, NY, about 18 miles south of the village. An optional 90 mile tour of the region is also included, but may be a few too many miles for some. This is the only way we can arrange for you to experience driving on the Grand Prix race track and the original road course among a large group of MGs.



See <http://www.grandprixfestival.com/marque.html> for information and full details. You will find the entry form at: [http://www.grandprixfestival.com/documents/all\\_events\\_form.pdf](http://www.grandprixfestival.com/documents/all_events_form.pdf)



The judged Concours d'Elegance starts at 9:30 am on Friday and is open to only 55 concours quality cars or totally original survivors. Our own Jack Kahler won the Best of Show and the Peoples Choice Awards in 2004 at this Concours.

At press time 25 cars have been accepted. See <http://grandprixfestival.com/concours.html> for details of the Chemung Canal Trust Concours d'Elegance. A photo of your car must be submitted. Ten awards will be presented along with Best in Show at the conclusion of the judged event. This is a great opportunity for the best of our MMM cars to "bring home the bacon". The \$90.00 entry fee includes lunch for driver and guest, a commemorative bottle of Glenora wine, a dash plaque, and a tour of the old circuit. It does not include admission to the race track which is additional. For a full schedule of ticket prices see:

[http://www.theglen.com/Tickets-Events/Events/2014/US-Vintage-Grand-Prix.aspx?](http://www.theglen.com/Tickets-Events/Events/2014/US-Vintage-Grand-Prix.aspx)

Now, if the above activities are not enough to whet your appetite, there are a lot of other activities in which you can participate, all free of charge—that is no cost to you. All of these will be entertaining, and will certainly help fill your weekend. We have included a summary list of these other activities on page 6. Be sure to check out the web site of the Grand Prix festival for more details. But wait—there's more!! We had a really large group of MMM'rs at the event in 2004, and we have included a few photos from that event on pages 7 and 8 to show you how much fun it will be. And to top that off, to show you that we are not fibbing about the enjoyment that this event offers, we have included a sample of emails received following the event in 2004 (pages 9 and 10). Now those have just gotta convince you to come!!

Due to the yearly success of the Watkins Glen Vintage Festival, finding accommodations and event facilities can be a daunting task and finding blocks of rooms within the village of Watkins Glen is a virtual impossibility. Having said that, we are very pleased to have booked 9 rooms at the Watkins Glen Villager Motel and the adjacent Glen Manor Inn. We have exclusive use of the inn which will be our official event headquarters and gathering spot for in town activities. We have confirmed reservations for all of these rooms based on Larry Long's advance announcement of September 11<sup>th</sup>. There will be sufficient parking for all MMM cars at the Glen Manor Inn; however trailers for participants not registered at the Inn or Villager Motel will have to park trailers and tow vehicles elsewhere. We are working on in-town trailer parking accommodations.

We do have a further 20 rooms reserved at the "Lodge on the Green" at Painted Post. This is the site of previous New England MG T-Register GoF's. The special rate for our group is \$67.00 per night plus tax. Please make reservations ASAP directly to the hotel at 607-535-6116. Mention the NAMMMR when booking these rooms. Check out their website at: [www.lodgeonthegreen.com](http://www.lodgeonthegreen.com).

Our exclusive MMM car show will take place at the International race track and is bound to attract hundreds of admirers. We are feverishly trying to hatch a plan to raise \$1,700 or more to rent a 30X60 foot tent over the three days at

the track for our exclusive use. We realize that we simply can't pass this cost along to our members, but will most gratefully accept donations towards this end.

The MG Vintage Racers have also made this their focus event and will be sharing the Lodge on the Green in Painted Post with us. The MGA Register is planning a reunion of Sebring MG race cars. A large contingent of New England MG T Register members are always in attendance and 2014 will surely be a record year.

We have tentative arrangements to hold our Saturday evening banquet and awards dinner at The International Motor Racing Research Center in downtown Watkins Glen. Three awards for the 4 cylinder class and a further 3 awards in the 6 cylinder class will be presented by an honored guest.

So folks, there is a lot to look forward to. There are loads of other activities, sites and adventures to be experienced over the course of the 4 day event. We really hope that this event draws the largest group of MMM cars ever assembled in the US. Our team will be working hard to make this a memorable event. Your participation and attendance is important to us as it presents a unique opportunity to introduce the joys of MMM motoring to MG enthusiasts from far and wide.

Please e-mail our registration co-coordinator, Rachel Ross, at [h.rachel.ross@comcast.net](mailto:h.rachel.ross@comcast.net) to confirm your intention to participate. Please put NAMMMR National in the subject line. Please also indicate if you have made hotel and Watkins Glen event registrations. Formal NAMMMR registration forms will be made available as soon as possible.

Your hosts,

Chris & Laurie Nowlan and Peter & Rachel Ross

## **The Collier Brothers Legacy**

The Collier brothers were very significant in bringing some of the first MGs into the US, and in the formation of, and participation in, early US sports car racing. How did this happen?

Barron Collier Sr, was very successful in business in the New York area in the early 1900's. He had 3 sons: Barron Jr, Miles, and Sam, who became interested in cars, racing, and MGs in particular. They began informal racing with friends on their NY estate in 1933. Barron Jr. won the first race with his MG-J2. A year later they were founders of the "Automobile Racing Club of America" (ARCA), which pre-dated the SCCA. In 1934, after a trip overseas and a stop at the MG factory in Abingdon, they formed the "MG Sales Company" of NY, and became the first importers of MGs into the US. They did some MG racing on the continent, and raced MGs a lot back home. In 1939 Miles raced his rebodied MG-PA special called "Leonidis" at Le Mans, France - the first US entry since 1921. Leonidis was doing well in the race until its gas tank ruptured. Then WWII put a halt to racing activities.

After the war, Sam and Miles continued racing MGs, and the brothers supported holding a race at Watkins Glen for 1948. They raced their supercharged MGTC's in it. In the years to follow, they raced MG's in many other venues. Tragically, Sam died in 1950 racing a Ferrari at Watkins Glen. In 1954, Miles died from polio. In honor of the brothers, the SCCA established the "Collier Brother's Memorial Trophy" race for MGs in 1954. That race was only for MG's until the rules changed in 1959, when other makes were allowed to compete in it. The SCCA still holds it today, although modern cars now compete for it.

In 1985, the Sports Car Vintage Racing Association (SVRA), started vintage racing at Watkins Glen and wanted to re-capture the original intent of the "Collier Memorial Trophy" MG race. With the blessing of Miles Collier Jr., they established their annual "Collier Cup" MG race - as an extension of the 1954 concept. In 1985 only eight MGs competed in it. But over the years it has been gaining momentum. 60 MGs competed in 1994. In 1998, 72 MGs. And for the 50th Anniversary in 2004 well over 100 racing MGs were present which required two separate Collier Cup races. One had the older Pre-War and T-series MG's, and the other had the newer A's, B's, C's, and Midgets.

This Collier Article, Courtesy MG Vintage Racers, April, 2004



# Optional Activities at the Watkins Glen Grand Prix Festival

*You will find the downtown area of Watkins Glen filled with people, excitement, and a lot to do on Festival Day. Here is a sampling of things to do with no cost to you for any of these activities.*

## Watkins Glen Grand Prix Reenactment

This is probably the most interesting event of the Festival. This is a non-competitive tour of the original 6.6 mile circuit designed to recreate the ambiance of the 1948-52 Watkins Glen street races. It covers 2 laps of the original 6.6 mile circuit, with the Start/Finish line in front of the Schuyler County Court House. The event is open only to selected [SVRA](#) race cars participating in the The Glenora Wine Cellars U.S. Vintage Grand Prix presented by Welliver at Watkins Glen International. There is no cost to view this event from the streets of the town.

## Smalley's Garage Tech Inspection Reenactment

The official start to a day of racing includes a tech inspection of the race car. Smalley's Garage was the site for Tech Inspection from the very first race in 1948. Therefore, the way to start the day at the Grand Prix Festival of Watkins Glen is to visit Smalley's Garage to observe the Tech Inspection reenactment for SVRA cars. The annual reenactment of Tech Inspection is now in honor of Flossie Smalley and Adele Sauter, two great women who were both heavily involved in the automobile trade.

Smalley's Garage is on Franklin Street, between 11th & 12th street, Watkins Glen. This event starts at 9:30, is fun to watch, and is free to the public.

## The Legends Speak—Presented by [IMRRC](#)

This is an interactive panel discussion with selected racing legends of the Glen, held at Lafayette Park, 4th St., Watkins Glen at 3:00pm. Legends speakers are all experts about racing and will enjoy sharing their insights with you. Otto Linton, one of the racers in the first race with his MG J4, and one of our featured speakers at our NAMMM banquet in 2004, was one of the speakers in 2013. Other speakers included Bill Green and Michael Argetsinger, and speakers for 2014 will be of the same caliber.

## The Grand Prix Drivers Walk of Fame

The Grand Prix Drivers Walk of Fame was established by the Watkins Glen Historic Committee, the Schuyler County Chamber of Commerce and Watkins Glen International in 1993 to honor the great drivers who have competed on the Glen's world famous circuit over the last 56 years. Each year, the committee votes to add several new members to the Walk of Fame to be dedicated at the Annual Grand Prix Festival of Watkins Glen the second weekend of September.

The qualification to be considered for induction into the Walk of Fame is that the driver must have driven a race car in competition at one of the four race courses used at The Glen over the past half century. To date, 57 drivers have been added beginning with the gentleman whose vision it was to bring racing to Watkins Glen, Cameron Argetsinger, to the most recent honorees which included Tommy Kendall and Dr. Richard Thompson.

Each September the Committee adds from three to six members to the Walk of Fame. The area in front of the Court House at the original Start/Finish Line is reserved for those drivers who competed from 1948 to 1952. Listed here are the drivers who have thus far been honored. A tour of the Streets of the Glen is a walk through racing history. It is at the Glen that road racing had its rebirth in 1948 and since that time it has been known as the Home of Road Racing in America. Join us in honoring these outstanding athletes.

The tour begins at the Court House with Cameron Argetsinger's marker. As you walk North to the Chamber of Commerce building, then cross and make your way back South to Smalley's Garage. You will

encounter such great racing names as Briggs Cunningham, Jackie Stewart, Mario Andretti, Richard Petty, John Fitch and many others as you enjoy the hospitality of the citizens of Watkins Glen. All the markers in the Walk of Fame are sponsored through private donations.

To learn more about these great drivers and about the history of racing at Watkins Glen, you are encouraged to visit the [International Motor Racing Research Center](#) (IMRRC) of Watkins Glen on South DeCATUR Street. At IMRRC you will find information, biographies, photos, memorabilia, historic automobiles, models, and books depicting the history of motorsports in general and the rich heritage of racing in Watkins Glen.

*(Above information from the Watkins Glen Grand Prix Festival web site)*

## **A few of the cars at the 2004 Watkins Glen Event**



*Mark Palmer driving  
Dean Butler's K3020*



*Dave Harrison in his L2  
Brooklands with Otto Linton*



*Reed Yates NB*



*Pete Thelander starting his  
run in the re-enactment*



*Miles Collier K3*



*Richard King's KN Special*



# Images From the 2004 Watkins Glen Event



**Bill Tantau starting the run in the Re-enactment Run—Note the crowds along Franklin Street**



**Jack Kahler and Larry Long ready to make the run in Jack's 12/12 M-Type**



**Cars at the Concours d'Elegance. You may want to enter your car in this fine event.**



**Pete Thelander receiving an award with his NE**



**Denver Cornett and Otto Linton at Smalley's garage, the official inspection station for the Grand Prix from 1948 through 1961**



**Dave Harrison with Otto Linton (left) and Denver Cornett (right) at the NA MMM Register banquet. You won't want to miss this dinner.**



# Accolades From the 2004 Grand Prix Festival And Collier Cup Races

*The following were received by the Vintage MG Racers Association and reflect how fantastic and enjoyable the entire weekend was, including the running of the Collier Cup races.*

How do we measure the emotions generated by the Collier 50th Anniversary MG races at Watkins Glen September 10-12, 2004? Part of that answer is in the additional feedback MGVR has recently received - as you can read below. It touched all who were there in so many different ways!

Greg Prehodka  
MG Vintage Racers  
Publicity Coordinator

\*\*\*\*\*

Hello there from wet old England. I was sad not to be at the Collier Cup meeting, but have followed the various reports with interest, which made me even less pleased not to have been there. Congratulations to the team who put it on, and to those who took part, it was obviously a Great event, and a credit to all.

Best wishes, Mike Allison, Honorary. President, MGCC Triple-M Register

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Your beautifully written article could not better capture in writing the spirit of a fantastic weekend at Watkins Glen. But no article, no matter how well written, could ever capture the emotions of being there in person. We are still talking about it all here in the UK. We only hope we can come back for another such weekend in the future.

E. Dean Butler, (MG-K3, MG-KN, MG-NA)

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What a wonderful event! I arrived with my car, wife, and two crew members in tow. We had scrambled to put a stock engine in my red # 1 MGB before leaving home as I had broken my race engine this summer. Had to pull the backup engine from one of my street MG's. Unfortunately, I broke the engine ( spun bearing) on the third lap Friday morning. We thought we might have it fixed by Saturday morning but after 1/2 laps I lost oil pressure again (now I knew it was a bearing and not a stuck oil pressure relief valve). None-the-less, putting the stock engine in the car just so we could attend the event ranks right up there with my best decisions this year. I am so happy that I did not miss this event. Thanks to all those who stopped by our paddock to assist us in trying to get running again! Special thanks to the organizers for helping make this a once in a lifetime event not to be missed (even if you did not do much racing).

Jim Austhof, Red #1 MGB

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It was a wonderful weekend. One which I planned for all year and almost did not make at the last minute, so I feel particularly grateful. The cars were unbelievable and the racing just perfect. Having my son Stephen there for my two podium finishes was very special. My Lester was very strong all weekend. I thought I lost the motor in the qualifying race when the fuel line separated just as the green flag dropped ... no damage done! .. but I understand Paul Fitzgerald just about put an impression of the front of his TD in the back of the Lester...Thanks Paul for avoiding that one! The only other thing I can say is that MGVR must be doing something right... I can't tell you how many people came up to me over the weekend and commented on what a class act MGVR. Finally to "Old Arch" -see you next year!

Steve Konsin, # 284 Lester MG

\*\*\*\*\*

From my prospective there are not enough superlatives in the dictionary to describe this event. The organization, the track, the festival at Watkins Glen, the welcome from drivers and officials alike and lastly the weather were all fantastic. Through the generosity of Dean Butler I have had the opportunity to meet some great people and race some wonderful

cars. The Watkins Glen meeting has been the icing on the cake, and has also increased my tally of U.S. tracks to three. For me it was a great opportunity to re-acquaint myself with fellow drivers who I had met at Elkhart Lake & Lime Rock in 2001. It has been an honor to share the tarmac with like minded "old car" enthusiasts and very good drivers. I am lucky, Dean allowed me to drive cars which were more than competitive in their class and which therefore flattered the driver. However, two visits to Victory Lane were beyond my wildest dreams and rate along side my podium place at Monaco in 2002. I must take this opportunity to thank ZIPPO for sponsoring the event, and supplying some wonderful gifts, along with the best caps ever. (I will take mine off at some point). The opportunity to drive round the original Watkins Glen road course and trace the wheel tracks of heroes such as Bill Milliken and Denver Cornett was a real thrill, especially as when safely permitted, we could travel flat out. I appreciate that the American Racers have great distances to travel in order to participate in motor racing, but you do really have some amazing tracks, which rate amongst the best in the world, (and your fuel is cheap!). Also I need to thank the New England MGT Register for the 1st pre-war MG trophy which I received. Finally, thanks to all the event Marshall's and scrutiners, without whom none of us would be racing.

Martin Walford, Worcestershire, England (racing Dean Butler's Pre-War MGs)

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I loved seeing the K-3 MGs and working with Kent Prather on tuning the 'A's'

Bill Bartlett, MGA #348

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Everything for the weekend seemed to fall into place and worked like a well oiled machine. You even managed to clear the rain and provide a marvelous weekend of weather. The Camaraderie of the MG events is a highlight! At every MGVR event I renew friendships and meet new MG people. What a GREAT Group!

Having been to the Glen first 48 years ago I had missed the original circuit, but the atmosphere was present. The laps of the old circuit, with no helmet or goggles, was a thrill – the waving spectators around the whole track made the hair on the back of my neck stand up! I'm not sure whether the tears in my eyes were due to the wind in my face or the nostalgia of days gone by!

Dr. Ron Watson, MG Midget # 63

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I am a native Californian, but raised back East. I went to Bridgehampton in 1949 and 1952 and again on the new Track, but never to Watkins Glen. Actually racing in the Collier Cup was my highlight.

George Chilburg, MG-L1, # 55

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Had a GREAT weekend! Sure would have enjoyed showing off my MGA (it was on display at the "MGVR Information Center") on the track. However, meeting all of you in person and having the opportunity to help MG Racers (with their MGs) was my highlight of the weekend.

Kent Prather (MGVR Guest, and 5 times SCCA G-Production National Champion)

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On Friday afternoon my son Jim and grandson Alex (12) came down to the Glen as is our yearly practice. We met in town in time to see the re-enactment and then went to get something to eat. Leaving the restaurant, I was driving my B with my grandson, and my son was driving his large pick up truck following me. We got back to Seneca Lodge, (my grandson and I) but Jim was nowhere to be seen. I got a call on my cell phone telling me that he was helping out an MG that had been stuck on the road back to the track. It was Dave Harrison and the Collier L Type. The car wouldn't start and Jim, decided that as long as he had a tow rope he would tow them back to the paddock. When he got to the gate the ticket person asked him where his ticket was and he responded that "he was towing his ticket". He got Dave back with no problems and although Dave wanted to pay him he would not take anything for the help. Dave kept insisting but Jim responded to Dave by saying, "I was brought up with MG's since I was a baby and if my father ever found out I left an MG stranded on the road he would kill me". Dave wanted to know if there was anything he could do and Jim said "if I get my son up here tomorrow can he get a picture taken of him sitting in your L Type. Dave assured him that would be fine and said if at all possible he would take Alex for a ride in the car. On Saturday that did happen and Alex not only got his picture taken but he did get a ride with Dave in the L Type. We all thank Dave for his promise kept and Alex's ride in a vintage MG.

George Herschell (designer of MGVR car badge and poster for CC04)