

# The Octagon

The Newsletter of The Classic MG Club of Orlando

Founded 1963

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The Classic MG Club of Orlando

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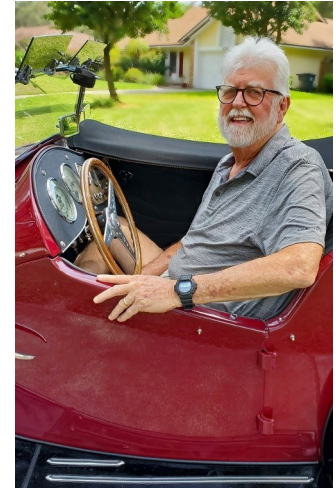
<https://www.facebook.com/groups/classicmgclub>



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## President's Thoughts

With the Fall MG driving season opening up comes the realization that 2021 is winding down and the 2022 GOF is closing in on us. You will be asked very soon to step up and volunteer for some type of GOF activity. I urge you to get involved for three reasons: 1) Your club must have willing helpers for the GOF to happen at a certain standard; 2) There is no better way to get to know your fellow club members than to work alongside with them; 3) The work involves MGs and MG people so it will be enjoyable!



Those who attended the September meeting are aware there was a discussion about the pros and cons of keeping the traditional third Thursday dinner meeting or moving it to a breakfast or lunch weekend meeting. Those in favor of remaining as is felt it is a treasured social tradition to hold a dinner meeting and to know that the monthly event almost always is held on the following Saturday. Some others (I must include myself) felt that the daylight visibility is very helpful to our older members, and that we could more easily drive our MGs and appreciate the beauty of the drive during the day. My thought is that we could also sometimes roll the meeting and the drive together with a rally of members or at least some enjoyable tire-kicking in the parking lot. It was suggested that this kind of change should only happen with a survey of the membership. What are your thoughts on the matter?

I have heard most new members say a main reason for joining the club is for help with their car. The final thought I would like to bring up is the need for the club to regularly schedule some type of formal lift day or, lacking a lift, a hands-on day with cars that includes a roundtable with questions and suggested fixes. I plan to discuss this idea at the next meeting. Please come with suggestions.

Safety Fast,

Mike McCormick





## **September Meeting Notes**

*Submitted by Jim McSweeney and Carol McCormick*

**Mike McCormick called the meeting to order at 7:00 PM**

**Dodie Beach, Treasurer, reported that we earned 6 cents interest on our bank account.**

### **New Members Attending:**

David Lewis from Apopka has had his 1969 MGB since his early twenties.

Michael Valore and Ann Marion from Altamonte own a 1977 MGB named Emily.

Ken and Lynn Ball from Port Orange joined the club in the Spring, but are attending their first meeting. They also attended the Valiant Air Command Warbirds Museum Event in Titusville.

### **Old Business**

Jim McSweeney reported on last month's successful event at the Black Hammock Restaurant.

Scott Buie announced a breakfast planning meeting for the GOF 2022 to take place Saturday morning, November 13, at Perkins Restaurant and Bakery on 441 in Apopka.

Mike McCormick suggested we discuss the possibility of changing our monthly meeting to the weekend to accommodate our many members who have very long drives to the meeting or others who have night vision problems. Many of the members present gave their views and seemed evenly split on the issue, although no vote or show of hands was taken. Lonnie suggested a Saturday breakfast meeting, but also suggested that we survey the active members, possibly using The Octagon as a tool. He stated he is ready to delete 70 members marked LOST from his database. Mike said we will continue the discussion in the future to be more accommodating to our widespread membership.

### **New Business**

Ellen Tidwell said we will meet at Puddle Jumpers Lakeside Grill and Bar in Tavares for the and November meetings. We will have a large private upstairs space overlooking Lake Dora with a bar and an elevator.

Dodie Cook reminded the group that we will have lunch and a dart tournament at Fiddler's Green Irish Pub in Winter Park starting at noon on Saturday, September 18th.

John Camichos has taken over for the Saturday, October 23 overnigher that is now in Avon Park. He will coordinate folks coming from Orlando, and Mark Tidwell will lead the Lake County members. The groups will stop in Frostproof for lunch. You are requested to bring a snack to share at the cocktail hour on the balcony at the Hotel Jacaranda. There will be more information in the October Octagon published at the end of September. Make your hotel reservation soon!

Mike McCormick said we are still looking for a location for the annual Christmas Party.

**Mike Mc adjourned the meeting at 7:54 PM**

# MG Calendar of Events

**Note** - Exposure to COVID-19 is an inherent risk wherever people meet. Please weigh carefully your personal risk before deciding to participate in our functions. CMGC expects all to adhere to CDC guidelines and take appropriate precautions. You alone are responsible for your health.

Stay healthy, for everyone's sake!

## October

- 10/16 **The XXXII Classic British Car Show**, Kings Head Pub, St. Augustine 8:00am - 3:30 pm  
[Click Here](#) for information and registration
- 10/22-23 **Avon Park Overnighter**, John Camchios, [picamichos@aol.com](mailto:picamichos@aol.com) , 407-894-1957
- 10/28-31 **Classic 24 Hours of Daytona**, Daytona International Speedway

## November

- 11/6 **Cruisin' The Hill for School Supplies**, Holly Hill City Hall (car show and fundraiser)  
10 am - 2 pm, check Facebook, Tony Cassata, [tonyc@bsrgames.com](mailto:tonyc@bsrgames.com), 386-405-6602
- 11/13 **GOF 2022 Committees Meeting**, Apopka Perkins, 9 -11 am, Scott Buie
- 11/21 **Flankey Picnic & Chili Cook Off**, Clarcona, Kerry Flankey and Dodie Beach
- 11/19-21 **MG Jamboree 22**, Safety Harbor, Florida Suncoast MG Car Club  
<http://www.fsmgcc.com> Ted Badger, [marited@verizon.net](mailto:marited@verizon.net), 727-295-9669

## December

- TBD **Christmas Party**
- 12/16 **Paul Plasschaert Memorial Tour of Lights**, Winter Park, Ann and Jeff Plasschaert

## January 2022

- 1/22 **Eaton's Beach**, Weirsdale, Tom Redditt

## February

- 2/5 **Winter Tour Picnic**, Tavares, Lake Idamere, John and Sharon Spadaro
- 2/25-27 **SVRA Vintage Races**, Sebring International Raceway, Oscar Petree  
Residence Inn Sebring, make reservations through Expedia for cancellable reservations  
To RSVP or obtain more information, contact Oscar at [onpetree@gmail.com](mailto:onpetree@gmail.com)

## March

- 3/3-6 **Amelia Island Concours d'Elegance**, Cars & Coffee 3/5, Show 3/6
- 3/12 **St. Pat's Party and Planning Meeting**, Lithia, Kathy and Al Cook

## April

- 4/22-24 **GOF South 2022**, Mission Inn, Howey-in-the-Hills, Scott Buie  
<https://www.gofsouth.org/>





## October 23, 2021 Club Overnighter

### Hotel Jacaranda, 19 E. Main St., Avon Park

Room rate is \$79.00 incl. tax. Ph. 1-863-453-2211. Tell them you're with the "MG Car Club of Orlando". 12 rooms are being held for us until Oct. 8. If we require additional rooms, they will let us have them, if available.

**Meet-Up** - From Orlando, assemble at Panera's, 3138 S. Orange Ave. (2 blocks south of Michigan St.) at 8:45 (earlier if eating) for a departure time of 9:15. From Lake County, contact Mark Tidwell at 352-874-5242 or e-mail [1mwtidwell@gmail.com](mailto:1mwtidwell@gmail.com) for time and location.

All participants rendezvous at "Frostbite Ice Cream & More" diner, 801 N. Scenic Hwy (Hwy 17), Frostproof (Orlando ETA 11:30). \*\*Assemble in hotel lobby at 3:15 for private tour for the CMGC of the "Avon Park Depot Museum". There is no admission charge, but DONATIONS will be appreciated. \*\*\*Cocktail party in hotel's second floor lounge (and balcony, weather permitting) at 6:00. Bring something to share. \*\*\*\*Assemble in hotel lobby at 7:15 for journey to dinner at 7:30. \*\*\*\*\*After continental breakfast Sunday morning, Orlando group will assemble in hotel lobby for a 9:30 departure to return to Orlando via downtown Kissimmee for lunch. Lake County group and/or others are welcome to join us.

ALL PARTICIPANTS are requested to contact John Camichos at [pjcamichos@aol.com](mailto:pjcamichos@aol.com) (subject Avon Park) or phone 407-894-1957 (leave message) and advise the following:

- 1) Traveling with the Orlando group?
- 2) How many will be dining at the restaurant Saturday night?
- 3) Will you be joining the Orlando group for lunch in Kissimmee (and how many)?



## ***The Gathering of the Faithful 2022 Monthly Update:***

The rooms at the Mission Inn Resort are going fast, and we only have so many reserved at the significantly reduced rate. If you haven't done so already, stop acting like treacle on a January day and make your reservations!



We have some exciting news. We're having our ever-popular ***Committees Meeting***, where we will be going over the various opportunities that are available for everyone to chip in and help with the event. You don't want to miss this one, or your favorite committee position may be gone!

***Perkins Restaurant & Bakery  
989 W Orange Blossom Trail  
Apopka, FL 32712***

**Saturday, November 13, 2021  
9-11 am**

Remember, the Gathering of the Faithful 2022 is

**April 22-24, 2022  
The Mission Inn Resort & Club,  
Howey-In-The-Hills, FL**

For more information, including a full schedule of events and other interesting information, go to our event website [www.GOFSouth.org](http://www.GOFSouth.org).

Until next month, enjoy your Morris Garage classics!

A handwritten signature in black ink that reads 'Scott Buie'.

Scott Buie  
GOF 2022 Chairperson







# MG Jamboree 22

November  
19 - 21, 2021

"2 Cool 2 Miss"



*All British car enthusiasts,  
British cars, & their  
owners welcome!*

*Safety Harbor  
Music &  
Street Fair*

*Two Car  
Shows!*

*Safety Harbor Resort and Spa  
105 North Bayshore Drive  
Safety Harbor, FL 34695  
1-727-726-1161-ext 7100*

*For Reservations Mention: FL Suncoast MG Car Club  
Group #39K4W1*

*Dunedin Celtic  
Music & Craft  
Beer Festival*

*For more information Contact: Ted Badger  
marited@verizon.net  
(Due to Covid, some activities may be cancelled)*

*Silent  
Raffle*



# New Members

## **Delila Smalley - Orlando**

After a trip to Maui this summer, I purchased a 1978 MGB. I teach art in downtown Orlando. I am excited about installing a new top, renewing the interior, and cleaning up my new MG. We have named her Daria.



**David Lewis - Apopka** 1969 MGB roadster, long-time ownership

**Dave Burrows and Nancy York - St. Augustine** 1969 MGC roadster, 1952 MGTD

**Aaron and Connie Thomson - Orlando** 1979 MGB and Classic Mini

**Michael Valore and Ann Marion - Altamonte Springs** 1977 MGB "Emily"







## HELP ME FIND OUR “LOST” MEMBERS

*Will you please give the club  
five minutes of your time?*

We have lost contact with some of our members. I bet that you know at least one or know something about them.

Look at this list and contact me if you know anything about any “LOST” member.

Thanks for your help.

Contact:

Lonnie Cook  
[lonniecook@aol.com](mailto:lonniecook@aol.com)

407-670-9679  
656 Terrace Blvd.  
Orlando, FL 32803

Last	First	City	MGs
Allen	Jim	Sanford	MGB
Arriaga	Eduardo Rodriguez	Orlando	71 MGB
Barrett	Dennis		
Barton	Bruce	Ormond Bch	75 MGB
Basque	Jim (Antoinette)	NewSmyrnaBch	59 Magnette
Bradely	Steve	Orange City	62 MGA MKII
Brown	Mark B.	Orlando	.
Brown	Rick (Brenda)	Winter Springs	59 MGA
Buckley	Martin	Orlando	70 MGB/GT
Cassidy	Jeff	Orlando	TD, MGB
Caswell	Bill		
Collins	Thom	Port Charlotte	48 TC
Cook	Al	Brooksville	
Cook	Daniel	Lake Mary	56 MGA

Last	First	City	MGs
Coppold	Len	Melbourne	79 Midget, more
Darracott	Ashlea (Rick)	Lake Mary	66 MGB
Dempsey	Mike		
Dempsey	Pat		MGB V8, Jag V8
Dick	Kevin	Orlando	67 Midget
Dougherty	James	Orlando	49 TC
Duce	Roland	Vero Bch & GB	TF, TD, TC
Edwards	Michael	Clermont	79 MGB red
Flemm	Jack	Windermere	MG TD
Freelove	George	Casselberry	CMGC in 80s
Frey	Sterling	Clermont	50 TD
Gabel	Beau	Chuluota	YA, YB, more
Gabel	Scooter (Beau)	Tampa	
Hall	Dale Allen (Anna)	Harmony	69 MGB
Helton	Jon	Tampa	
Hernandez	Roberto	Longwood	
Hill	Steve	Orlando	75 Midget
Jevcak	Tom (Eileen)	Tampa	60 MGA; 80 B
Kaminski	Ian (Robyn)	Windermere	73 MGB
Kenny	Sean	Longwood	78 Midget
Kleinschmidt	Charles	Deland	MGA
Kleinschmidt	Peter	Deland	MGB Racer
Lascola	Steve (JoAnne)	Lakeland	TD
Luoma	Don		
Mason	Bob	Ocala	52 TD
Mauch	Patrick (Laura)	Titusville	
McGowan	Jim (Karen)	Clermont	65&79 Midget
Moyano	Luis (Louis)	Auburndale	79 MGB
Nason	Walt	Orlando	53 TD
Negron	Victor	Ocala	76 Midget
North	Tom (Sandra)	Chuluota	47 TC
Phillips	Mike	Orlando	60 MGA, 67 B
Pyle	Jim (Debbie)		
Richardson	Daniel	Deltona	74 MGB
Rogers	Bob		
Ross	David	San Antonio	78 MGB
Schott	Charlie (Jan)	PanamaCtyBch	47 TC, more
Schott	Jan (Charlie)	PanamaCtyBch	47 TC, more
Simmonds	JoAnn (Lee)	Ocala	60 MGA
Simmonds	Lee (JoAnn)	Ocala	60 MGA
Smithson	Dave	Clermont	52 TD
Stewart	Joan	Casselberry	77 MGB
Thomas	Matt	Casselberry	78 MGB
Triana	Jose	Orlando	69 MGB
Upperco	John (Randi Brooks)	Orlando	75 MGB
Viletta	Gus	Orlando	70 MGB
Vincent	Nicholas	Orlando	64 MGB
Wagner	Matthew	Casselberry	78 MGB
Walker	Johnnie (Linda)	Casselberry	07 Miata
Washburn	George	Orlando	55 TF, 65&67 B
Weinert	Karl (Debi)	Tavares	61 MGA
Wong	Bryan (Bethann)	Apopka	79 MGB
Wood	Glenn (Karen)	Clermont	78 MGB
Zirkel	Jim	Longwood	Midget, more



# “Roots” MGVR Approaches 40!

## Part 2

Greg Prehodka



### MGVR Grows and Gets Involved

As the newsletter grew, it coordinated with various vintage racing organizations to encourage them to include “*All MG Races*” at their events, and was quite successful in its efforts. In the early 80s, SVRA had their “*MG Safety Fast Championship*” at Road Atlanta, Georgia. In 1985, with the support and input of MGVR and the Collier family, SVRA revived the spirit of the Collier brothers at Watkins Glen, with the creation of the “*Vintage Collier Cup*” race for only MGs. At my suggestion, it became a “*spirit award*” - and not the race winner’s award. In 1994 sixty MGs came to race. For that event, Victory Lane Magazine awarded Joe Tierno and myself their “*Spirit of Vintage Racing*” award for our work in supporting it. 72 MGs raced in the Collier Cup in 1998. This race continues today, over 35+ years later!



MG Vintage Racers at 25th Collier Cup Race #7, Denny Cornett’s MGTC, raced in 1948 Watkins Glen



Watkins Glen 1985, MGs at the Collier Cup, #58 Greg Prehodka, #48 CMGC member Tony Roth





More vintage race organizations were forming with time all over the US and Canada. MGVR also worked to get all MG races included in events like the Pittsburgh Vintage Grand Prix, and with the VSCCA at Lime Rock Park. In 1995 the MGVR Newsletter was awarded “*first place*” in the Moss Motors “*Journalism Award*” as an outstanding club newsletter. MGVR - and MG racers - were earning the respect of the vintage racing community! In 1996, MGVR’s editor Mark Palmer started MGVR’s first “*Focus Event*” at Waterford Hills, Michigan. MGVR did not sanction races. But it started selecting “*one vintage race event every year*” as its “*Focus Event*” and would work with the race sanctioning body to get “all MG races” included. MGVR would then encourage all MG racers to attend that event, and would complement it with their own dinner, special guests, their own awards, and other fun MG stuff. This really helped bond the MG racers and their crews! We were competitors on the track – and MG buddies in the paddock! The idea took hold and grew! This helped produce record fields of MG’s racing at places like: Pittsburgh, Lime Rock, Watkins Glen, Waterford Hills, Mid-Ohio, NHIS, Road Atlanta, Mosport, VIR, and Road America to name a few.



MG Vintage Racers, Hallett, OK. #66 gray MGTF, CMGC member George Pardee (inside front row), CMGC founder, Will Bowden in gray MGTF with black bonnet, (2nd from outside, 4th row)

MG was back in the racing spotlight! MGVR started its own annual award – the “*MGVR Spirit Award*” to be awarded by a vote of the MG racers at each Focus Event, to one MG racer who best embodied the “*Spirit of MG Vintage Racing*”. In 1998 the Vintage Racing Automobile Association of Canada (VARAC) established an annual “All MG” race for the “*Simms Cup*”. With time MGVR added several other awards to their list, including the “*Bill Parish Memorial Award*”, presented to the MG racer at their annual Focus Event who was “*Having the most fun – without any concern for winning*”! Supported by both Ford Heacock and MGVR, it honored the memory of MGTC racer Bill Parish who was all about having fun at vintage races! Other awards have also evolved. (CMGC founder, Will Bowden, is a recipient of the Bill Parish Memorial Award. Ed.)



MGVR sends out a newsletter; has its website of [MGVR.org](http://MGVR.org); and has a group chat site for exchanging thoughts and information. They also published their “*Tech Tips*” on MG race car preparation of vintage MG’s - which is a collection of tech articles from their members from past newsletters. In 1990 and 2000 they did a comprehensive survey of MG racers about their cars. After seeing the 1990 census, Victory Lane editor Dan Davis commented: “*One of the best members’ surveys is the recent Census of the MG Vintage Racers – a real grassroots view of the sport.*” Editorship (and thus leadership) of MGVR was turned over from me to Mark Palmer in 1995, to Chris Meyers in 2006, and then to Dave Nicholas in 2020. With their leadership, the group has grown from 40 MG racers in 1981 to over 250 MG racers, all with the common bond of “racing MGs”.

In 1998 at Watkins Glen, 72 MGs showed up to race. In 2001 MGVR celebrated its 20th Anniversary at their “Focus Events” at Road America with VSCDA’s vintage race festival. With that race as a backdrop, they produced a 20th-anniversary video about themselves. MGVR’s “Focus Event 2004” was held in conjunction with SVRA’s “Zippo Vintage Grand Prix” at Watkins Glen, where the 50th Anniversary of the “Collier Brothers Memorial Trophy MG Race of 1954” was celebrated. With MGVR’s support, a record-breaking **143 MGs**, of all vintages, showed up to race! Even the Collier’s famous Leonidis MG (*that raced at Le Mans in 1939*) and their historic K-3 MG joined us! In 2006, to celebrate MGVR’s 25th anniversary they staged an “**All MG Race Weekend**” at the Hallett, Oklahoma racetrack. MGVR has continued to support its members, MG vintage racing, working with vintage race organizations, and will continue to do so. In several of the past years, they even expanded to having both East Coast and West Coast “Focus Events”.



MGVR is about racing MGs, and welcomes anyone who shares in that interest. Its slogan is: “*we few, we happy few, we band of brothers ...*” Vintage racing has changed so much over the years, but has it peaked? Good question! Is the next generation of vintage racers in the wings? What is its future? Only time will tell! One thing is for sure - the days of only needing a seatbelt, a helmet, and \$35 to race is a faint memory! MGVR is the oldest single-marque vintage racing support group in North America. It is non-profit, staffed by volunteers, and focused on its members and MG vintage racing. And, it is looking forward to celebrating its **40<sup>th</sup> anniversary** this coming November 2021!

For more information go to their web site: [MGVR.org](http://MGVR.org)

This article first appeared in the [MGVR Newsletter](#), Dave Nicholas, Editor

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*MG earned world-wide recognition as an outstanding sports car in the 1930s through race wins at closed courses, trials, hill climbs, and land speed records. MGs continue to race today at numerous vintage racing associations races. Racing has always been a part of the MG pedigree. Ed.*







## **AIN'T NO MOUNTAIN HIGH ENOUGH**

*George Pardee*

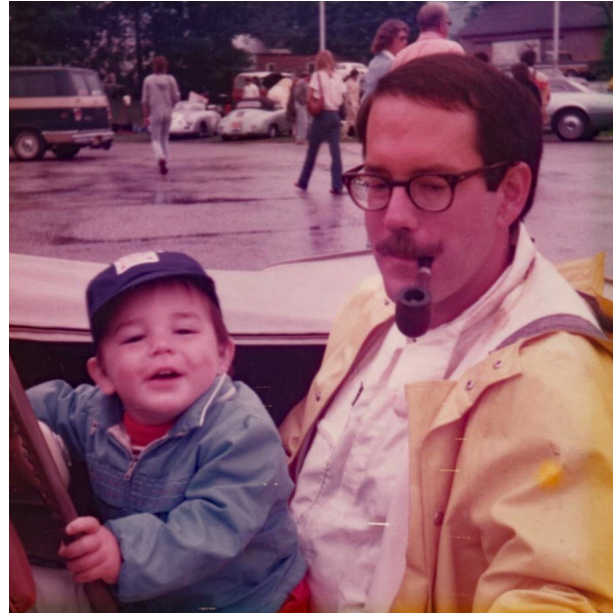
We approach on the new road, VT-7 - the bypass, eager to get to the Mountain; we will wind down the scenic 7A on our return. Climbing steadily from Bennington, we crest the high point and as we head down the North slope of the pass, the green hills open up; the Mountain appears in his majesty: Mount Equinox, the highest peak in the Taconic Range of the Appalachians. His summit is reached by the longest, privately owned, paved toll road in the United States which reveals panoramic views of the Green, White, Adirondack, Taconic, and Berkshire mountains, and rivers, lakes, and valley communities in 4 States, along the ascent.

Starting from VT-7A, the road climbs 5.3 miles. Over this distance the elevation gain is 3,182 feet; the average gradient is 11.38% with some parts up to 14.66%. The road rises 3,140 feet with over 41 turns, 20 being "Hairpins".

### THE CLIMB

The toll gate at the Base Station marks the Start line; cars are flagged off one at a time, at intervals calculated to avoid overtaking on the course. The lowest section of the Mountain is fast and smooth, moderately steep through open fields. The woods close in at the entry to Crusoe's Bend, a sharp, decreasing right-hander where the tree cover keeps moisture on the line. Crusoe was the first of a number of unwary drivers who came to grief here. We exit into the 1st Parking Lot, a popular spectator point ending in a wide, steeply climbing left. Here the grade increases through a series of sweepers punctuated by one hairpin. At the 2,050 contour line, the road falls away to left, then right, diving steeply 150 feet to the "Old House". Carrying all possible speed through the downhill, we now climb steeply through three banked switchbacks, right, left, right to the 2nd Parking Lot at 2,400 feet. This is the end of the optional 3 mile Short Course. If we are not "going short", we execute a fourth switchback, wider and flatter than the last three; another critical momentum point, and surprisingly difficult to do well. Exit speed will start us off on the long, mostly straight pull to the Saddle, rising 800 feet in about one mile, the thick tree cover obscuring the sheer drop on the left-hand side. We

burst from the trees into the limitless sky; the Saddle is a knife-edge ridge connecting Little Equinox with the Mountain proper, gaining another 400 feet in elevation in less than half a mile. Gorgeous panoramic views are better avoided at speed. Into the trees again, which are now stunted firs and Alpine vegetation, we anticipate the first of three hairpin turns above the saddle. The surface above the Short Course finish has grown increasingly rough over the years, and it is a relief to cross the Finish Line, 3,700 feet above sea level. We slow down and form up for the return, cutting the engine and unbelted. All cars will descend in a group at the end of the session. The wait at the summit is one of the hidden joys of the event - a spectacular group of cars, with their drivers adjusting, fettling, or simply chatting with old and new friends. The Old Gray Mare in the deft hands of Ben Bragg, and Tom Ellsworth's pristine Amilcar, are both original **pre-war** ARCA cars; the Rutherford Special, built in the fifties by Stew Rutherford, restored and driven by his son, Malcolm; Andy Greenberg's Aston Martin DB4 GT Lightweight, driven to the Climb each year from Connecticut stand out in a group of unique motorcars cooling down from an exuberant run.



George and Nick Pardee at the starting line ,1981

This year, MG Vintage Racers Ed Callo Jr., Jim Warren, and George Pardee were running well. Ed is a regular and his TC receives some special preparation, resulting in an impressive 6:21 clocking. This was Jim's first time on the hill, and the bumps on the top switchbacks provided his MG'A' Coupe with an unintended open header. After quick repairs, he completed several more runs, with a best time of 6:57.



In 2000, both the TF and the Y-type were driven from Clearwater to Vermont for the hill climb, and both raced up the mountain.

event and its history in 1973. (By that time, the current Can-Am cars had dropped the course record to barely over 4 minutes and were frequently airborne at the entry to the Saddle; it became apparent that technology had outrun safety.)

#### THE HISTORY

The annual Mount Equinox Hillclimb is Vintage Sports car Club of America's signature event. Run yearly since May of 1950, it is one of the most historic sports car competitions in the entire United States. Racers drive the same course as John Fitch, Bill Milliken, Briggs Cunningham, Carroll Shelby, Bill Rutan, and Rene' Dreyfus to name a few of the legends. In keeping with the club's role of protecting the cars of the era and their histories and the histories of the places and events where they ran, the VSCCA took stewardship of the



## AWARDS

To encourage understanding and appreciation of this history, VSCCA has several awards associated with the event. The **Rene' Dreyfus Award** recognizes the driver, selected by the Corner Workers, who best exemplifies the style and grace of its' namesake pre-war Grand Prix great. It seems often to go to the driver of a red car, previously and most deservedly to Ed Callo Jr. in his red TC; this year to Charles Schoendorf, driving his spectacular two tone red and white Arnolt Bristol Bolide. The **5-50-500 Award** recognizes the competing car *driven* the farthest to hill.

SCCA racer Malcolm Donaldson served long and enthusiastically as the Starter, flagging the cars off on their runs. The **Mal Donaldson Award** recognizes a driver who most exemplifies the spirit of the event and has maintained a commitment to it for many years. The permanent trophy is kept on display in the St. Bruno Visitors Center at the top of Mount Equinox. I was pleased and honored beyond words to receive the Mal Donaldson Award this year. My first climb was in 1981 at the wheel of an MG TF1500, which I drove to the mountain from our home in Connecticut. Since moving to Florida, my family has made the 3,500 mile round trip as often as possible. In 2000, honoring the 50th anniversary of the climb, the four of us drove the familiar grey TF1250 and our MG Y-type Saloon to the hill from our home in Clearwater, FL, earning the 5-50-500 Award. In 2019, coming up short on preparation of the TF, Elyn and I drove her MG'B' to the event completing all runs and adding 1,000 miles to the trip, touring New England and Virginia during our return to Florida.



These wonderful pilgrimages would not have been possible without the enthusiastic support of my family: wife, Elyn, sons, Nick and Will; and our loyal crew Dot and Joe Novak. Enduring thanks also to MGVR Founding Members Greg Prehodka and Ben Bragg, who were my sponsors when I joined VSCCA in 1980.

VSCCA is now about the only club in the United States that keeps the prewar and postwar fifties sports cars in **active competition**. We choose to stay firmly rooted in those earlier days when driving sports cars was still a romantic adventure. - George Pardee

AIN' T NO MOUNTAIN HIGH ENOUGH  
Don't you know that there  
Ain't no mountain high enough  
Ain't no valley low enough,  
Ain't no river wide enough  
Ain't no mountain high enough,  
Ain't no valley low enough...  
Ashford & Simpson

Video: "MG TF 66 at Mount Equinox 2021" on YouTube <https://youtu.be/nKhr0oWahBY>

Print: Mount Equinox Hillclimb: Vintage sports cars of every stripe <https://www.hagerty.com/media/motorsports/mount-equinox-hillclimb-vintage-sports-cars/>







1st Hairpin  
above the  
Saddle

*Sean Smith Photo*

MGTC and MGTF lined up at  
the Summit awaiting the trip  
down to the base of the  
Mountain.



The MGTF parked at the summit  
of Mt. Equinox after one of the  
runs up the mountain. Racing  
among amazing views.





## A Greeting Card from Reinout

*Reinout Vogt*

The MG on this card is an F-Type Magna with a Stiles body. Thirty of these were built in the early '30s and only a handful are still in existence. One just sold for \$236,500 at the New England Auto Auction at the Owlshead Transportation Museum in Maine. The cars featured the six-cylinder overhead-cam engine and chassis from the F1 Magna and a special body, with dickey-seat, by English designer Frederick Stiles. This beautiful painting is by Kevin Walsh and the card was published by Royle in England. I've had the card in my collection for many years and I recently gave it to Dick Bronkhorst, a good friend from The Netherlands, when he completed the restoration of his Stiles. The ocean liner is the Queen Mary and the car and license plate are not known in the database of the UK-based Triple M Register of the MGCC.





# MG Marketplace

**Wanted to Buy** - Looking for a nice MGB. Had a '67 in High School, David Snyder, 561/706-7696

**Wanted to Buy** - MGB 5 Main Block; all we need is a rebuildable bare block with caps, but will consider any combination, including an entire parts car. Will pick up. George Pardee 727-709-2881

**Wanted to Buy** - Crankshaft for XPAG/XPEG (TC, TD, TF) engine. Jerry Kroeger, 407-616-2122, 82SCTarga@gmail.com

## Pete's T-Series "Garage Sale"

Pete Rogers thanks everyone for stopping by his home for the garage sale of T-Series MG parts. Many went home with much needed parts and all attendees had a great time bench racing and kicking tires. Sales not only were made to those who visited. Phone and internet sales from buyers across the country took some of Pete's parts.

**1974 MGB GT** - Needs work, can be either a restoration job or parts car. Needs to go ASAP. 107,000 original miles. Clean title. New tires and rims (5) restored. Asking \$3000 due to some of the new items on the car but willing to negotiate. [Anthony.Garcia243@gmail.com](mailto:Anthony.Garcia243@gmail.com) (561)503-5946



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Contact the editor each month to keep your ad current.





Second Harvest Food Bank is the official charity of the Classic MG Club. Many people in Central Florida go to bed hungry every night. In the U.S., 50 million people are food insecure - one in four children. As a club, and as individuals, we can make a major difference in our neighbors' lives.



*fighting hunger. feeding hope.*

Second Harvest is an efficiently-run charity with 97% of contributions going directly to help local people in need. Every \$25 donation can provide 100 meals for struggling families and kids.

Donate Online: [www.tinyurl.com/GOF-FoodBank](http://www.tinyurl.com/GOF-FoodBank)

By Mail: Checks payable to Second Harvest Food Bank of Ctrl FL, 411 Mercy Dr., Orlando, FL 32808

The MG Community is special throughout the world. Thank you for any support that you can give to the Food Bank and to your MG friends who may need help and a kind word.

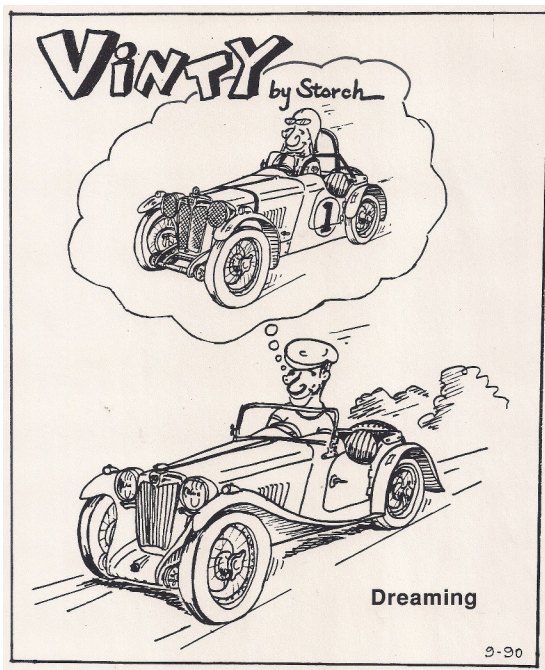
The Classic MG Club  
of Orlando  
is an affiliate chapter  
and active supporter of:



**NAMGAR**  
North American MGA Register



North American MGB Register



Everyone who drives an MG feels the race heritage that is built within. Storch brings us another cartoon with a MGTC owner dreaming because of the thrill of driving that his MGTC brings to him.

Thanks again to Greg Prehodka for sharing another Storch artwork depicting the intersection of the MG driver and the MG automobile.

