

The Octagon

The Newsletter of the Classic MG Club of Orlando

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The Classic MG Club of Orlando

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President's Thoughts

I want to take the opportunity with this month's newsletter to thank some of the key people who have worked so hard for the CMGC over the last four or five months. They have made the Classic MG Club of Orlando something that we all can enjoy and be proud of even through the turmoil of our new Covid-19 reality.

With the retirement of Kathy and Al Cook, losing all those years of expertise, we have been lucky to have Glen Moore take charge as editor of the Octagon and put his own talented professional touch on it. His articles honor the history of the CMGC and are always interesting.

Lonnie Cook wanted to do a Facebook page so our club could communicate with other MG enthusiasts. In record time it was up and running, and the *Classic MG Club, Florida* page has drawn interest from literally around the globe. Lonnie's enthusiasm and leadership have made a huge impact on the club.

Scott Buie, a new addition to the club, has joined us at a very timely point in the CMGC history. With the virus shutting down the way we used to operate, Scott was able to drag us into the 21st Century. His digital expertise has allowed the club to hang together and to continue to grow during these tough times. I want to encourage anyone who has not participated with his online Zoom meeting link to give it a try. The simplicity of the Sign In will surprise you.

Dodie Beach and Jim McSweeney have been great in transition, with Dodie taking over the reins of Treasurer from Paul Plasschaert.. Paul helped make the difficult decision to cancel our July Willow Tree event. Jim takes notes at the meeting and also helped to cancel our August Black Hammock event.

Mike and Robin Messina organized, advertised, and wrote an article about our enjoyable picnic at Liberty Park in June. The couple turned in the winning photo for our Virtual 4th of July contest, and Robin already completed and posted a picture of the winning puzzle. And Mike has been there with a welcoming comment for every new member of our new FB page.

As VP, Patrick Raley will be at the controls in August while Carol and I are on vacation without wifi. Thanks in advance to Patrick for this service, and also for always using his legal skills to advise us. Our new Health Safety Advisory on page 4 of this newsletter is a prime example.

To all the other hard-working officers, directors, and members who have spent time and effort pushing us through these tough times... Thank You!

August has been the McCormick's month in Maine since I was very young, so we will be making the trek as long as they allow a car from Florida to cross the border. In years past, it was always a treat to relax, read, swim, fish, and kayak at our very large "Pond". Now, take away the lake, it is pretty much what we have been doing for the last 5 months. See you in September, *Mike McCormick*



August 2020

Classic MG Club of Orlando

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July Meeting Notes

Submitted by Carol McCormick

Attending: Ellen Tidwell, Lonnie Cook, Scott Buie, Dodie Beach, Jim McSweeney, Mike and Carol McCormick, Robin and Mike Messina, Sharon and Allen Wyman, Patrick Raley, Glen Moore, Richard Payne, Kathy and Al Cook, Tom Redditt

Call to Order 7:00 PM

Treasurer's Report Dodie Beach

Dodie reported no financial activity and no change in our bank balance.

Old Business

- Liberty Park Picnic Saturday, June 27 (Mike and Robin)

Mike reported that the event was awesome and well attended. The location was isolated over a charming little bridge and included a large shady pavilion with four tables. Several members suggested that we should consider going back again as it is so well located and suited for our purposes.

- Virtual Car Photo Contest (Mike McCormick)

Mike reported that Robin and Mike Messina were the winners of the July 4th Virtual Car Photo Contest. Carol and Mike delivered their first-prize award (an Octagon Garage 500 piece puzzle) to their home, and Robin had it about 2/3 completed by yesterday. Mike posted the puzzle picture on FB...looking very attractive!

- NAMGAR Application (Mike McCormick)

Mike said the MGA Car Club application was submitted. We have 17 MGAs in our membership of 201. Mike mentioned verifying who of the 201 on our roster were actually receiving and reading our emails. Asking for a return receipt was probably the most viable and popular idea. We are also awaiting results of MGB club application.

- Classic MG Club, Florida Facebook Page Update (Lonnie)

Lonnie reported that our FB page has become very popular and has been reposted on other MG pages around the world. We have contributions from 25 new FB members this month for a total of 75 members, some from places such as Tasmania, Scotland, and the UK.

New Business

- Discussion – Health Safety Reminder attached to non-virtual CMGC Events (Mike McCormick, Patrick)

Mike read a Health Safety reminder suggested by Patrick. It was discussed and some members, including Patrick, thought the statement a bit long and needed editing. Scott suggested looking at Universal's short statement and Richard suggested that Racing Warnings were very succinct. The revised statement will appear in the Octagon.



- July/August Events?

- Articles on History of your MG on Facebook (Lonnie)

Lonnie said some new members joining Classic MG Club, Florida are giving some history of their cars. Nine CMGC members have already contributed interesting MG histories. Other members are encouraged to contribute the stories of their cars this month.

- Black Hammock Restaurant August 22 (Jim Mc)

Jim said the Black Hammock is mostly doing takeout at the moment. After discussion, it was decided that no outdoor or indoor gatherings are really viable for the month of August because of COVID and because of the heat.

- Virtual “kicking the tire” session on one or two member’s garages (Scott)

Scott and others discussed sharing garage tours conducted with an ipad, phone, or tablet. The final suggestion was that interested members could join into the Zoom meeting and then stay afterward to view the garage(s) to be toured. That way the tour timing could be open-ended rather than be limited to the 30 minutes between 6:30 and 7:00.

- Scavenger Hunt (Scott)

It was quickly decided that it is too hot right now for this activity, but could be a possible socially distanced activity later in the Fall.

- Blair Engle Octagon article (Lonnie, Glen)

Lonnie and Glen are soliciting memories and pictures of Blair Engle for an article in the Octagon. Glen said Blair’s son is contributing good comments and pictures.

- VP Patrick Raley August MG Club Zoom meeting contact (Mike McCormick)

Mike and Carol are leaving on July 28 for Maine and returning at the beginning of September. Their cabin is remote with no wifi so Patrick will chair the August Meeting.

- Other New Business?

Dodie thanked Glen Moore for the fantastic July newsletter. Mike Messina mentioned that he had a good experience entering the Cars and Coffee show at Griffin Farm in Lake Mary on Saturday. The show is monthly and held from 8-11 AM. Mike will put the info on our FB website along with a picture of his MGTD with a new top. Lonnie said that there are 50 similar shows in Florida if others are interested in being involved.

Meeting Adjourned at 7:38 PM

Our Monthly CMGC Zoom Meeting Is

Thursday, August 21, at 7 pm

The lobby will be open at 6:30 for

• Meaningless Banter • General Tire Kicking • General MG Merriment

All members are invited, and it is VERY simple to attend. Simply click this link to join the meeting:

<https://us02web.zoom.us/j/84605630763?pwd=TEtVNDdwNDgvOEMxZXBMZlUveDNMdz09>

• Join With Computer Audio • Enter Name (Click “OK”) • Start Video



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!

June June 27	Sandford Brewing - Tony Geraci and Mark Tidwell <i>Canceled</i> Picnic at Liberty Park, Lake Mary, Mike and Robin Messina
July 18	Willow Tree Restaurant - Paul Plasschaert <i>Canceled</i>
August 22	Black Hammock Restaurant - Jim McSweeney <i>Canceled</i>
September 17-20	Southeast British Car Festival, Dillard, Georgia Peachtree MG Registry
September 26	Proper Pie Company - Richard and Nancy Payne
October 17	Tuck A Way Overnighter - Kathy and Al Cook (Optional Event - Lift Day at Pete Rogers' house)
November 22	Flankey Picnic - Camille and Kerry Flankey (Optional Event - Destination Duran's - Dan and Judy Duran)
December December TBA	Christmas Party – Nancy and Richard Payne Tour of Lights Parade (Optional Event - Tuba's at Winter Park - Marcia Geraci)
January 23	Lake Apopka Wildlife Audio Drive - Carol and Mike McCormick
February 20	Palatka Overnighter - TBA
March 20	St Patrick's Party and Planning Meeting - Kathy and Al Cook
April 23 - 25	GOF South Mk 55, Gainesville, FL MG Classics of Jacksonville



September 17-20, 2020

The **Peachtree MG Registry** presents:
A Southern British Car Weekend
In the Mountains of North Georgia
at
The Dillard House Inn
Dillard, Georgia
<https://www.dillardhouse.com>

[Click Here to Access Link to Southeast British Car Festival Webpage](#)



Blair Engle 1931—2020

Blair Engle was one of the three founders of The Classic MG Club and served in many leadership roles, including chairing the first GOF South in 1967. Blair was involved with MGs in many ways: leadership in the MG community through clubs; operating an MG business, The Classic MG Shop; racing MGs and being involved in the MG Vintage Racers organization; writing technical articles for MG newsletters; and giving a helping hand to all MG owners. Blair left us on July 6th.

Blair came to Central Florida from New York to work as an engineer at Martin Marietta when their new plant was established. After many years at Martin, he moved to Tallahassee to become part of the faculty of the Graduate Department, College of Physics, Florida State University. He was a researcher involved in lasers, cryogenics, and Molecular Beams. His biography may be best told by Blair himself, written 2008.

“My first car was a 1930 Model A Ford. It was one year older than I was. I drove it all over the Northeast until sold it and bought a 1937 Ford convertible coupe. I guess now is the time to say that as a teenager, I was a hot rod fan. I modified the Ford with a Merc engine with aluminum heads, dual carbs, headers and lowering blocks, hydraulic brakes, etc, etc. It was my pride and joy until I sold it just before I (shipped out to the Korean War.)

“In 1951 my dad bought a new 1950 MG TD. He joined The Westchester Sports Car Club which had a lot of SCCA members. I traveled to many races with him. I remember going to Thompson and Lime Rock, Conn. as well as Bridgehampton, Long Island, NY.

“After Korea, my marriage to Lorry, and a move to Fishkill, NY, and a baby or two, I found a '53 TD with the engine apart in a peach basket. I had never turned a wrench on an MG, but bought a set of Whitworth wrenches and re-built the engine. This TD served me well until my Dad passed away in 1962 and I sold my TD and bought Dad's TD.

It had 68K miles on it. Since 1968 a TD has been my daily driver, as well as transportation to many MG meets and a bit of Autocrossing.

“MG clubs I belong to include The New England MG T Register (I am member #199 - there are now 12,665 members); the Classic MG Club, North Florida British Motoring Club, The Marti Gras Ts, and North American MGB Register. I helped organize the Classic MG Club of Orlando and was Chairman of the 1st GOF South. In 1981 my two good MG buddies Will Bowden and Tony Roth (both of Orlando) convinced me that I should go Vintage Racing. I have to admit, that in the following ten years I had more fun than I can ever explain. I drove this TD with cycle fenders and #99 on the grill, to work every day. On race weekends I would change to the



Racing through the bridge corner at Road Atlanta

Photo contributed by Greg Prehodka, MGVR



race engine, install the roll bar and fuel cell and I was ready to go. I raced at Road Atlanta, Mid Ohio, St. Petersburg, and Sebring. I never had a DNF and was fortunate enough to trophy in every race I entered.

“MGs have brought me in contact with a great many people who have become very close friends. With the many trials and tribulations of owning an MG, they have brought Lorry and I a group of wonderful friends.”

There are no memorial plans at this time. The family requests that donations honoring Blair sent to Duvall Homes, 3395 Grand Avenue, DeLand, FL 32720; Mailing: P.O. Box 220036, Glenwood, FL 32722. Phone 386/734-2874 LRomano@DuvallHomes.org



Many comments have been received from CMGC members and friends of Blair. All comments are captured on our Facebook page. You can add your tribute there. A few are shared below:

Manley Ford

I knew and loved Blair and had great times with him and Tony Roth and Will Bowden as well as many other members of the Classic MG Club thanks to their connection to my Uncle Tom & Aunt Jan Wager, whose TD I still have.

It was Blair and Tony and Will and others who got me into MG vintage racing back in the early 1980s. Generous beyond belief, when Blair finally gave up rebuilding T-type transmissions, he pretty much gave me (for a pittance or less as I recall) all his leftover gearbox goodies.

Glenn Brazil

Blair rebuilt SUs for my TD in the 70's. He was very knowledgeable and always willing to help. He personified the code of the earlier MG T-clubs, which was to support and help others of the marque and shared the love and enthusiasm.

Lonnie Cook

I never met Blair but felt that I knew him through conversations with Will Bowden and Tony Roth. When his son, Craig, called to tell me of Blair's demise, he shared a story. In the early morning of Blair's passing, as a tribute, Craig backed Blair's TD out of the garage and drove past the hospital before emergency personnel left. As it approached, the car stopped and would not start. A tear came to Craig's eyes and mine as he relived the story.



Pete Rogers

I never knew TD's had a soul. Now, I do. . .

*Researched and Written by Lonnie Cook and Glen Moore
Race car photos on this page contributed by Craig Engle*



BLAIR H. ENGLE - Personal Memories

George Pardee Story and Photos

We first met Blair at the Road Atlanta Vintage GP in 1984, having moved to Florida the previous year. Blair was racing his #99 TD with his son Craig as crew, and the KEGG Racing Team (Kellogg, Engle, Gardner, and Germano). I knew immediately that Blair was a real MG person - friendly, knowledgeable but unassuming, helpful, and instantly a friend for life.

Not long before the MG Feature Race, my TF1500 spit out its water pump. Blair produced a spare, and Craig expertly pitched in to help swap it out (as TF owners know, no minor task, especially in the paddock under a severe time constraint).

Blair's was a two TD family: his Dad's TD had been in the family since new in 1951 and was maintained in show condition. #99 was his race car **and his daily driver**; he drove it to work every day; before each race weekend, he and Craig would pull out the mild street motor and drop in the full bore race engine. This did not mean that Blair was casual about Racing. On track, Blair was as fierce a competitor as he was a good friend in the paddock. The results for that Road Atlanta VGP show Blair and his friendly rival Tony Roth (whose #48 was a very fast dedicated race car) separated by 1/100th of a second for fast race lap.

By the time of the 1986 St. Petersburg Grand Prix, road racers had discovered drag race tire traction treatment as the "hot tip" - it was quite effective, as we were all running street radials which could use plenty of help. Blair and Tony each showed up with gallons of it, and produced one of the 2 or 3 closest races I can recall from 40+ years of Vintage Racing. Wheel to wheel lap after lap on the tight street course, between concrete barriers with no run-off areas.

Blair's competitive nature and engineering background (he was the Physics Department engineer at FSU, which meant that if the Dept. required a cyclotron, Blair would be asked to build it) informed his car preparation. His

Classic MG Shop was noted for SU carburetor rebuilds & upgrades; the ultimate treatment reduced the throttle shaft to the thickness of the throttle blade for max flow and minimum turbulence. He offered 100 MPH door latches for T-series (mine were tested to 110). I have always considered his masterpiece and ultimate tweak to be his TD **aluminum door hinges**.

All who knew Blair would be happy if we could be able to share a fraction of his enthusiasm, creativity, and generosity with other MG lovers.





2023 - The 100th Anniversary of Sports Cars



Chris Keevill – Editor, The Early M.G. Society

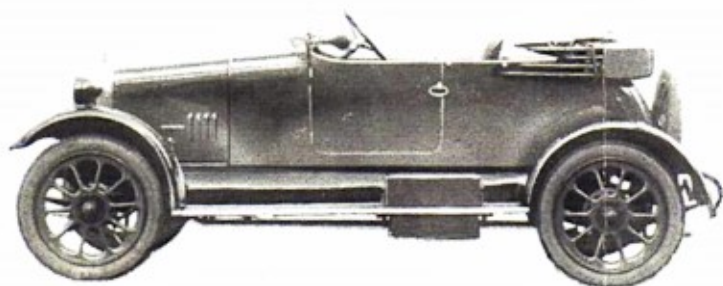
www.earlymgsociety.co.uk



The convention for the celebration of anniversaries is to start from the date when the event first occurred – and the first M.G. sports cars were produced in 1923, so this is the date from which all things  truly began.

Over the years, due to misunderstandings, other dates such as 1924, 1925, and even 1928 have been erroneously adopted as the starting point of . These errors are easily explained, as will be seen in the following information.

The very essence of the  brand is a true sporting car that incorporates good looks, performance, and reliability. One cannot ignore the fact that the Morris brand, from which  products sprang, was noted more for reliability than for sporting prowess.



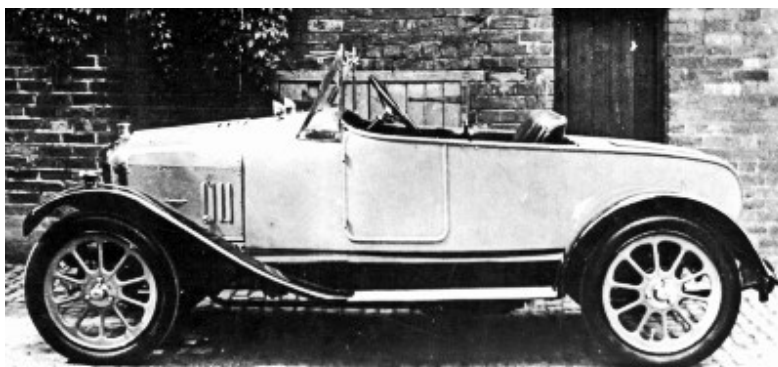
It was only after Cecil Kimber joined the staff at The Morris Garages, Oxford in 1921, that his enthusiasm for motorsport eventually led him to develop 'hotted up' Morris cars. The Morris Garages produced a few Morris cars with bespoke coachwork, (mainly up-market saloons), and then in 1922 began to sell Morris Cowleys with coachwork that they named the "Chummy Body".


Morris Garages Chummies featured a small 4-seater body, wherein all passengers enjoyed the protection of the hood. Over 100 of these cars were sold. These cars were never marketed as M.G.s and had no sporting pretensions. However, Kimber modified his own Chummy and in March 1923 won a gold award with the car in the London to Land's End Trial.

Kimber's success in this event led to William Morris sanctioning an order for six sporting 2-seaters to be produced – and these were to be the very first M.G. sports cars.

The coachwork for these six 2-seater sports cars was made by the Oxford firm, Charles Raworth & Sons. Kimber's design incorporated various improvements in handling and performance which enabled the car to do 60mph on the flat!

The styling of the cars included several features which were to be iconic on M.G.s for several years – rakish swept wings, a sloping windscreen with triangulated end frames and 'marine style' air ventilators on the scuttle.




Adverts for these M.G.s first appeared in December 1923, in which the model was named ‘The  Super Sports Morris’ – featuring the M.G. Octagon, as shown. These first M.G.s were available to customers earlier in 1923, and the first recorded sale was in August 1923.

The Octagon – a history in itself!

The M.G. Octagon first appeared in an advert in The Oxford Times of March 2nd 1923 and was subsequently used in virtually every M.G. advert thereafter.

The octagon logo is understood to have been designed by Ted Lee, Cost Accountant at The Morris Garages. The two-letter acronym soon became M.G.’s logo.

The M.G. Car Company was formed in March 1928 and yet, almost unbelievably, the  octagon had never been registered as a trademark! The first application for the image as a trademark was made a month later in April 1928.

Even then, the ‘date of claimed first use’ was erroneous. The date given on the application was 1st May 1924, (probably taken from the earliest advert to hand), whereas the octagon was first used in March 1923.

These errors are responsible for some folk to think that M.G. started in 1924, or even in 1928, when the trademark was claimed.

Further confusion over the 1975 Jubilee MGBs

When in 1975, under British Leyland management, M.G. was desperate to shift stocks of MGB GTs, a model named ‘Jubilee’ was introduced. The management team thought that the production of M.G.s began in 1925 – so 1975 was the 50th anniversary. Sadly, they were two years too late, but the error convinced the uninitiated to believe that 1925 was the start date of the marque.

The 2023 Centenary Celebrations

Plans are well advanced for a big M.G. Centenary event to be held in England in 2023. All of the major M.G. car clubs are involved, including the oldest – the M.G. Car Club in Abingdon – and all of those clubs agree that the first M.G.s were the Raworth-bodied Super Sports built in 1923.

The 2023 Centenary Celebrations.



The M.G. Salesmen’s Handbook, issued in January 1928, states that “...the M.G. Sports Cars were first introduced in 1923 ...”.

Cecil Cousins, who was Kimber’s right-hand man at M.G., told author Wilson McComb that the first cars that can be considered M.G.s were the Raworth-bodied Super Sports of 1923.

So – that’s why the big celebrations will be held in 2023!



Editor's Notes: MG Centenary and Chris Keevill

I was introduced to Chris Keevill by John James, editor of Totally T-Type 2 magazine. John felt that Chris could be a resource in my research for information about the history of MG badges that have been affixed to the radiators of MG cars. Oh, and what a resource! The magazine article I hope to write on MG badges will be much more accurate for his input.

In addition to information on MG badges, all manner of MG history has been passed from Chris to me. MG history is an interest of mine, having read many books on the subject. Chris is passionate about correcting the many myths that exist about the history of MG cars. To assist in that effort, Chris has written an article for *The Octagon*, laying out the facts which set the date of the first MG as 1923, building the case to erase one myth.

The date which I have found most prevalently attributed (incorrectly) to the establishment of the MG automobile is 1924. The Watkins Glen Grand Prix Festival celebrates the anniversary of the MG every decade. The last time MG was the car of honor was 2014. The poster from that year features the Denver Cornett MGTC leading. The Cornett MG has a corner of the race track named after the driver and the car returns to Watkins Glen every year for the Grand Prix Festival.



MG cars are still being manufactured; not the classic ones of our dreams, but modern ones in China by a company that purchased rights to the MG name and logo. On the current MG Car Company's home page, there is an MG Octagon with the establishment date - the incorrect one.



Chris Keevill's expertise comes from many years of study, interaction with some of the early principals in the manufacture of MGs, and from the hands-on experience of being an owner and caretaker of an early M.G. Chris' car is a 1925 M.G. Super Sports 4-seater. Of over 300 built, only 8 remain. His car was built in January 1925, two months before the completion of the one-off Kimber-built car commonly known as Old Number One. An interesting aside: The noted MG author, Wilson McComb needed a 5-jet Smith carburetor for his Morris Cowley. McComb had the SU carburetor from Old Number One, gathered during his days working for the M.G. Car Co. Chris had a 5-jet Smith carb. A bit of negotiation and a swap was made. Now, the original SU carburetor from Old Number One breathes fuel and air into Chris' M.G. Super Sports. Chris, thanks for sharing your knowledge and stories with us.





All Electric MG E-Motion Comes to Great Britain in 2021

MG Motors has announced that it will be bringing its new closed-top, GT sport car to the Great Britain market next year. The new MG Car Company has developed a series of car offerings, sedans, SUVs, and even a pickup. Finally, MG is returning to its roots with a newly designed sports car, an electric-powered one. While far in design and appearance from the traditional MG that brought world-wide fame, the new MG does provide a leading-edge design. Oh, only if there were plans to import it to the US.

Life in 2020

- Half of us are going to come out of quarantine as amazing cooks. The other half will come out with a drinking problem.
- I used to spin toilet paper like I was on Wheel of Fortune. Now I turn it like I'm cracking a safe.
- I need to practice social-distancing from the refrigerator
- Still haven't decided where to go for Labor Day . . . The living room or the bedroom.
- PSA: Every few days try your jeans on just to make sure they fit. Pajamas will have you believe all is well in the kingdom.
- Homeschooling is going well. Two students
- suspended for fighting and I teacher fired for drinking on the job.
- I don't think anyone expected that when we changed the clocks we would go from Standard Time to the Twilight Zone.
- Quarantine Day 5: Went to this restaurant called THE KITCHEN. You have to gather all the ingredients and make your own meal. I have no clue how this place is still in business.
- My body has absorbed so much soap and disinfectant lately that when I pee it cleans the toilet.
- I am so excited . . . It is time to take out the garbage. What should I wear?

Borrowed from the Spoke & Word, the Newsletter of the Idaho British Car Club



MG Marketplace

1953 MGTD

1 owner, Cream/w Green Interior, 2460 miles, frame-up restoration completed early 2014, 3 Bow tan stayfast top, full stayfast tonneau and side curtains, luggage rack and driving lights. Portfolio of receipts and over 350 pictures of restoration process. 1st place MGTD at 2014 GOF South. Link to sample photos - <https://photos.app.goo.gl/gURVkJQoxqyyw4L3F6>. \$21,600 Tony Geraci, E-mail marton1879@gmail.com or 407-656-7472



1971 MGB

CMGC member Bryan Corkal is selling his 1971 MGB. It was restored in around 1997 and has always been garaged and cared for. The car needs the fluids changed. The car has around 18k miles on the rebuilt engine. It was rear-ended in about 2003 and the rear bumper is a little crooked and the seam for the trunk is misaligned. The car has stone chips and the typical knocks. In the last couple of years, he replaced the front bushings, the clutch master and slave cylinders and the water pump. The car has a slow leak and loses about a teaspoon of fluid every 6 months---it might be the transmission. Contact Bryan Corkal, bcorkal@gmail.com, Winter Garden, 321-272-3444.



1960 MG Magnette

Kim Denmark needs to sell her 1960 MG Magnette. The property where she has been storing the car has been sold. The boot is completely Mark III rusted out. The car is stripped and about ready to be refinished. All the parts are there. All the glass is intact and not cracked or broken. It still has its chrome front and back bumpers. It would be great for someone who wants to refinish it or if someone needs a lot of parts. Kim lives in Ocoee and the car is in Groveland. If anyone is interested, give her a call, 407-721-5435, or email at kimwdenmark@yahoo.com.

1953 MGTD

Pete Rogers has a beautifully newly restored 53 TD. Everyone knows Pete is a perfectionist and really does a beautiful job on his cars. Restored with all new, tires to top. Special Red exterior with a tan interior. All the extras installed are estimated at \$2500 in costs. Drives very well and the engine is especially strong. It has been rebuilt to a higher horsepower. Car is offered as BEST OFFER. Call Pete at 352-406-1948 or email: pfrslot@gmail.com.



1952 MGTD

Jake Kertz wants to sell his 1952 MGTD. Red with Biscuit interior 96,800 miles. Owner has had the car for over 60 years. Always garaged. Less than 500 miles since engine overhaul and frame up rebuild. New paint (bare metal), leather, tires, and canvas. \$21,000. Leesburg, FL . Contact Jake Kertz at 352-728-4435 or jakenan@aol.com.



1954 MGTD

British Racing Green, wire wheels, rebuilt engine, new tires, excellent condition. Ted Boiman tedboi44@gmail.com
Phone 941-276-7506



1977 MGB

Need help finding a home for my MGB. I got it from my Dad 6+/- years ago. It is a totally original, all factory options MG, even factory air. Now the air and overdrive aren't working. Don't know the air issues, but know the overdrive unit needs a rebuild. Jim Allen j_allen88@aol.com Phone 407-340-5697



Adverts are free. Send information to editor.cmgc@gmail.com.
Contact editor each month if you wish to keep your ad current.





fighting hunger. feeding hope.

Second Harvest Food Bank is the official charity of the Classic MG Club. Many people in Central Florida go to bed hungry every night. The layoffs due to Covid-19 have greatly increased the number of people who are food insecure. As a club, and as individuals, we can make a major difference in our neighbors' lives.

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

By Mail: Checks payable to Second Harvest Food Bank of Central Florida, 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 is affiliate chapter and active supporter of:



North American MGB Register

Tom Wagner was a long-time CMGC member who drove his MGTD wearing a beret. On drives, he often took a wrong turn and would go off in the wrong direction. The club members gave him a jacket patch reading: "Don't Follow Me, I am Lost." Tom willed his MGTD to his nephew, Manley Ford, who races MGTDs and is an organizer of the vintage races at Put-in-Bay. Will Bowden captured fellow member Tom in this cartoon.

(Story by John Camichos)

