

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

MG Classics of Jacksonville has started their planning for the GOF 2023, to be held April 20 - 23. Make sure it is on your calendar.

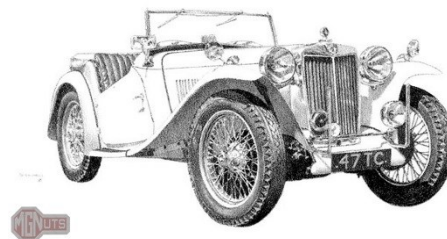
Mark Tidwell has volunteered to chair a committee to find a venue for our GOF 2024. If you have any ideas or suggestions, please let Mark know. If we decide to go back to the Mission Inn, we'll need to start discussions with them as soon as possible.

We were unable to attend the May event at Friar Tucks in Clermont, but we are looking forward to this month's event which will be at the Old Time Diner in Leesburg. It will be the first trip in the MG since the GOF. Allen Wyman has provided details.

Our club is run by volunteers. Everything we do is done by volunteers. We can't thank them enough. Old and new members should really try to think of an activity or event they want to help with: Without them we tend to do what we've done in the past. New members and ideas are always welcome and are the lifeblood of the club.



Jim McSweeney



The Classic MG Club of Orlando

Nauti Lobstah, Apopka
May 19, 2022



March Meeting Notes

Submitted by Tom Redditt

The meeting was called to order at 7:15 PM.

Treasurer's Report:

Treasurer Dodie Beach advised that we have roughly \$11,000 in the bank after paying GOF expenses.

New member intros:

Chris and Nancy Dunlap were recognized and welcomed as new members.

Old Business:

Pete Rogers is taking orders for MG Club jackets. Cost is \$53 with MG Club embroidered emblem and name. Contact Pete if you want to order a jacket (information in ad near end of newsletter).

GOF: Overall the GOF at Mission Inn was a great success. Consideration is beginning to determine if the 2024 GOF should be held there again or at another location. Pete Rogers pointed out that although Mission Inn is pricey, the location and facilities are perfect for our GOF event. Finding another location that has the combination of beautiful roads on which to drive our MGs, a suitable area nearby large enough to have the car show, and a facility with a large banquet room will be very hard to find around congested Central Florida. He recommended that we return there for the 2024 GOF. The GOF committee led by Scott Buie and Mark Tidwell will begin negotiations with them to get a better deal if possible.

Glen Moore auctioned off several Rallye de Montagne signs perfect for garage art. Proceeds will be sent to World Central Kitchen to provide food aid for Ukrainian refugees and those still in the war zones. Lonnie Cook, John Spadaro, and Glen Moore won the three auctions. The auction and additional donations raised \$240.

New Business:

Mark and Ellen Tidwell will lead a ride from Clermont to Friar Tuck's British Restaurant on South Hwy 27 in Clermont on Saturday, May 21, 2022. Participants will meet up at the Racetrack Gas Station at 3201 Hwy 27, Clermont, FL at 10:30 am, and take a short backroad scenic ride down to the restaurant.

The June outing is still being organized but the destination will be the Old Time Diner at the corner of Hwy 441 and Hwy 27 in Leesburg.

The meeting was adjourned at 8:15 PM.





GOF SOUTH 2022 Award Winners

Best of Show

1933 MG J2, Robert Carr

First Timers

1st Place: 1949 MG TC, Glen & Jill Moore

2nd Place: 1952 Arnolt MG, Stan Cryz

3rd Place: 1966 MGB GT, Zachary Merrill

Class A - MG TC

1st Place: 1949 MG TC, Glen & Jill Moore

Class B - MG TD

1st Place: 1952 MG TD, Alberto Naon

2nd Place: 1952 MG TD, Doug Pfitzenmaier

3rd Place: 1952 MG TD, Sharon & Pete Rogers

Class C - MG TF

1st Place: 1954 MG TF, Jo Ann Cook

2nd Place: 1955 MG TF 1500, Pete Rogers

3rd Place: 1954 MG TF, Pete Rogers

Class D - MGA

1st Place: 1960 MGA, Oliver Hoffmann

2nd Place: 1960 MGA, Reinout Vogt

3rd Place: 1960 MGA, Tony Kimball

Class E - MGB Chrome Bumper

1st Place: 1971 MGB, Michael Ruckman

2nd Place: 1970 MGB, Richard Gross

3rd Place: 1974 MGB, Michael Patterson

Class F - MGB Rubber Bumper

1st Place: 1977 MGB, John Spadaro

2nd Place: 1980 MGB, Derek Kramer

3rd Place: 1979 MGB, Tom Nadelhoffer

Class G - MGB GT

1st Place: 1967 MGB GT, Joseph Paez

2nd Place: 1974 MGB GT, Carl Tierney

3rd Place: 1967 MGB GT, Glenn Lenhard

Class H - MGC

1st Place: 1969 MGC, Richard Drewyer

Class J - Midget

1st Place: 1979 Midget, A J & Daniel Young

Class K - V8/Modified

1st Place: 1966 MGB GT, Zachary Merrill

2nd Place: 1979 MGB, Brian Collins

3rd Place: 1954 MG TF, George Pardee

Class L - Sedan/Variant

1st Place: 1952 Arnolt MG, Stan Cryz

2nd Place: 1964 MG 1100, Fred Zesewitz

Class M - Pre-War

1st Place: 1933 MG J2, Robert Carr

Class P - Premier

1st Place: 1946 MG TC, Mark Tidwell

2nd Place: 1955 MG TF, Bill Dixon

3rd Place: 1947 MG YA, George Pardee



Tweed Drive

Nothing is More British than Dressing in Tweed

Story Glen Moore, Photos Glen Moore and Tom Redditt

Tweed attire has always been associated with the British. What could be more fun than enjoying a ride in your MG dressed in tweed or period attire and sharing an authentic British meal with your MG mates?





The inaugural Tweed Drive left the Mission Inn Friday morning from the GOF South 2022, headed for a shared lunch at the Windsor Rose Tea Room in Mt. Dora. Everyone was dressed in tweed or period dress, making the mood even more jolly.

This concept was developed by Lonnie Cook, a creative and enthusiastic member of the Classic MG Club of Orlando. The idea of a Tweed Drive is not entirely new, only applying it to an MG event, or any automotive event, is new. Dressing in tweed and gathering with friends doing the same has been occurring – with everyone on bicycles. These events are called Tweed Runs (although no one is running) and originated, appropriately, in London, in 2009. The Tweed Runs have expanded around the globe. The two links below are YouTube videos from London and New York City. One Londoner exclaims, “Oh my word, you couldn’t get more British!” when asked about wearing tweed.

<https://www.youtube.com/watch?v=7qIU7y-LHqc>

<https://www.youtube.com/watch?v=-4gCTRzVr0w>

The proprietor of the Windsor Rose opened the restaurant for only those on the Tweed Drive, then entertained the group with quizzes on British history and Cockney terms. After everyone’s orders were taken and the food was being prepared, the restaurant opened for lunch to the general public. After lunch, the Tweeders had time for visiting the shops and museums in downtown Mt. Dora. The scenic drive back to the Mission Inn included an optional stop at the park next to the seaplane port in Tavares and Puddle Jumpers Bar & Grill overlooking the lake and seaplane landing ramp.



A Few of the Special Cars at GOF South

Glen Moore



Glen Moore Photo

1933 MG J2

Robert Carr, from Palm Harbor, Florida, brought his stunning J2, a great example of MG's pre-war sports cars. A full story of this car is in the April 2022 issue of *The Scared Octagon* as a part of the story on the 2022 Amelia Concours.

**Best of Show
GOF South 2022**

1966 MGB-GT Honda

Merrill Zackary, from Greenville, South Carolina, drove his MGB to the GOF. Looking stock with the bonnet down, the car appears as original with some twin cam wheels. But, under the hood is a beautifully installed Honda S2000. Classic Motorsports magazine has an online article.

[Click here to read.](#)



Glen Moore Photo



George Butz Photo

1952 Arnolt MG

Stan Cryz from Brooks, Georgia, purchased this Arnolt on eBay. The car had not been run in many years and arrived "filthy, a truly depressing sight." A mechanical rebuild followed and the refurbished original supercharger replaced the SU carbs. The paint was applied 3 weeks before the GOF, with wet sanding and buffing only days before, the reason it gleamed on the field. The Arnolt has been shown at the Amelia Concours.



Celebrating the 60th Anniversary of the MGB

Photos by Scott Buie and Mark Tidwell





Glen Moore

The mountaintop rallye headed up Sugarloaf Mountain to reach the highest point in Peninsula Florida. The route, which also ascended Green Mountain, included some of the curviest roads with the greatest elevation changes in Florida. In short, great driving roads for your MG.



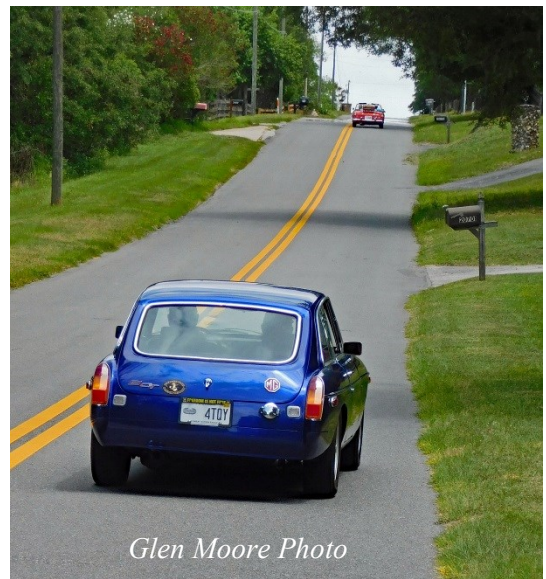
Due to the popularity of this drive, three different routes were designed, all heading to the mountain top. Each of the three routes stopped at different spots for lunch: JB Boondocks Bar & Grill, Yalaha Bakery, and a club-catered picnic at Lake Idamere Park. All must have been interesting to the GOF South participants as evidenced by the registration for each route having the same number of cars.



Jill Moore Photo

From the feedback received, everyone had a great time and enjoyed the back roads of Lake County. Those who completed the rallye received a dash plaque with the popular Rallye de Montagne logo.

Rallye de Montagne - one of the opportunities to enjoy driving your MG at the GOF South.



Glen Moore Photo



Tom Redditt Photo

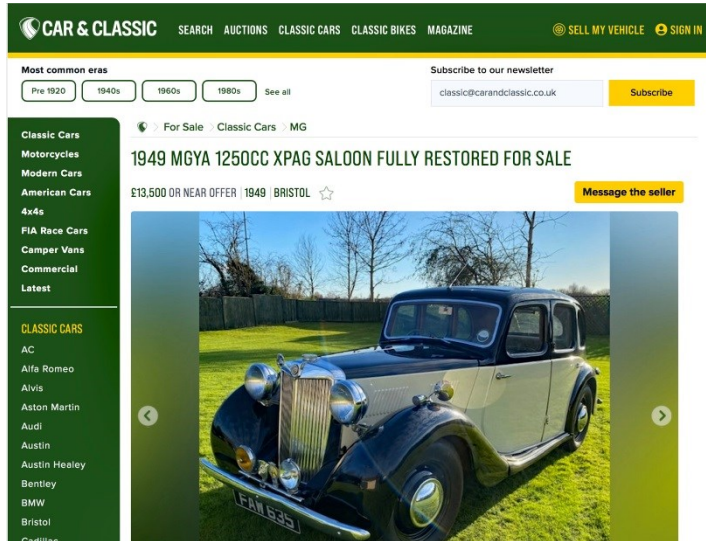


Three Y-type MGs in CMGC!!

George Pardee

BREAKING NEWS - with the acquisition of Y2827 by Mark and Ellen Tidwell, our Club now boasts 3 Y-type MGs including Richard Drewyer's restoration-in-progress YT open tourer and the Pardee's Y0543. The Tidwell's Y arrived in early May by boat from Bristol England, and a proud and lovely example she is. Last May, we took our YA on an 1,100-mile jaunt to Callaway Gardens and Alabama. Club members, Mark and Ellen Tidwell, joined us on this journey driving their bright red MGTC. Since first driving our Y some years ago, Mark has had a desire to own a Y-type, and traveling extensive miles in the TC in the company of a smoother-riding, more spacious Y-type saloon made him realize the practicality of Cecil Kimber's saloon designs.

He made the decision to satisfy that desire and has been searching intently for the past year. A near miss on Bring A Trailer was soon followed by a hit on the Car and Classic Auction site. Extensive correspondence with the seller of the restored and 5-speed equipped 1949 YA led to a purchase and shipment to the US. Mark tracked the ship into North American waters, as it called at multiple ports before landing the Y at Brunswick, GA. There he and club member and ace mechanic Rick Sevcech went to fetch her. Covid restrictions were still in effect, making access to the pier a costly exercise. In addition to the Port charges and access fee, the escort service would charge an additional \$150.00 for Rick to enter with Mark, a charge which was declined.



Rick's parting words at the gate: "Do you have your jump box?" The car is fitted with a non-period radio with a push-on switch mounted in a neatly veneered panel below the dashboard. When car handlers had opened the glove box weeks before, the lid had fallen against the switch, turning on the radio and the battery was stone dead. The jump box worked, Mark drove onto the trailer and Y2827 was on her way back to Clermont. After charging the battery and checking the levels and pressures, Mark was off on a smooth 200-mile round trip to Ocala, where a Homeland Security inspection had to be performed (!) prior to State registration. Presently, he is tracing a leak in the JackAll system between frequent drives.

Mark and Ellen Tidwell's YA arrives in USA 5/14/22



The Y type One-and-a-Quarter Litre Saloons are quite luxuriously appointed; burlled walnut dashboard and window trim, leather upholstery with folding armrest, crank-out windscreen, and sliding metal sunroof, all as standard equipment. Also standard on all Y-types is the Smiths JackAll system, an in-built hydraulic jack with rams at 4 corners of the vehicle, capable of raising front, rear, or all wheels off the ground. A popular feature on upmarket pre-war cars, this was most useful in a time of rougher roads and more primitive tires.

Our Y-type, Y0543, left Abingdon for the last time in the fall of 1976. Having left the MG works in Spring 1947, she had resided in Abingdon until that day. Dick Knudsen, co-founder of the New England MG 'T' Register, had spent a sabbatical year in Abingdon researching MG. He purchased our Y from the 3rd owner and shipped her to the US. She rolled onto the pier to be met by Dick's partner in the car, Mike Sarvas, assisted by carburetor wizard Joe Curto. Next off the boat was a current model Jag XJ12, which refused to start; the purring Y-type furnished a jump.



Pardee Y0543 leaving the MG Car Co. with a load of new 1976 MGBs heading for the US

From the inception of MG in 1924, Cecil Kimber, the founder and leader, had functioned much as Colin Chapman of Lotus would later:



Pardee Y0543 after family, frame off restoration, 1998

constructing brilliant competition cars based on production components which were then developed into successful high-performance road cars. Racing "improved the breed", while production sales supported the racing. This business model was brought to a halt by the worldwide great depression. In 1935, MG, until then privately owned by William Morris, was sold to Morris Motors and later absorbed by the Nuffield Organization. MG engine choices were restricted to the Morris parts bin, and the S, V, and W range of larger "luxury performance" cars was the result. The 1,548 cc VA was the smallest of these. In 1938, the introduction of a then-cutting-edge 1,250 cc four-cylinder Morris engine (to become XPAG power for TB, TC, TD, TF) inspired a yet smaller model, the Y. Two prototype mock-ups were constructed and shown while tooling was prepared, but before production could begin, England had entered WW II. The Abingdon works

converted to major Tank production, including a light scout car, the Ferret, simultaneously producing complex aircraft component assemblies.

According to MG Managing Director John Thornley's son Peter, the Thornley family car was a Y-type Saloon, of which he has two vivid memories - dozing off in the back seat to the whistle of the wind through the trafficators, and a Winter day with his mother at the wheel. Traveling at a good rate of speed, the Y encountered a strip of black ice, executed a perfect 360-degree spin, and motored calmly on.



The Y was the first volume production British car with independent front suspension and utilized the industry's first body of entirely pressed steel without any wood framework. The suspension was the first major design by Alec Issigonis, later to be Knighted for his design role in the iconic Mini. This suspension continued in use in the TD, TF, 'A', and 'B'. A touring version, the YT, was introduced with the US market in mind, but the modest performance and the inconvenience of side curtains did not appeal to the general public. Only 877 YTs were produced, but the survival rate is remarkably high, which I believe is due to their unsuitability as winter cars, and the recognition that the model was a rarity. The YB was introduced

Y0543 at VSCCA Fall Finale October 1980; Nick's Grandfather, My Dad, Roland Pardee age 80, Nick age 9 mo. , and Nick's mother, a timeless beauty

beside the TD; Y types now became referred to as YAs. YBs adapted TD running gear: steering, brakes, rear axle, and wheels. The 15" TD style wheels are the instant visual clue to a YB; the YA and YT use 3" wide 16" wheels: more graceful, but limiting tire choice (and contact patch!)

Our Y0543 came home to Connecticut on New Year's Day 1977. Despite dodgy brakes, she was put into immediate use on the Rallies which were very popular at that time with the NYConn and Nutmeg 'T' Register Chapters, and frequently as a daily driver. When our TF1500 was not racing, the Y also appeared at VSCCA events, partaking in some spirited touring laps during lunch breaks. She came with us to Florida in 1982, and saw less use.

When the NEMG'T'Register announced the "Skyline Soiree" in 1990, a grand plan was hatched; with our sons Nick and Will, we would restore our Y and complete the tour. This entailed a total frame-off restoration in 7 months: 75 bags of sandblasting sand, 360 sandwich bags of fasteners cleaned on a wire wheel by 12-year-old Nick. The project and the tour were a grand success, although some tasks (wiring the headlamps, for instance) remained to be performed en route. The cylinder head was re-torqued, most appropriately, in Abingdon, VA. Thanksgiving trips to the NC mountains and GoFs at Binghamton, NY, and Rutland, VT with both our sons followed. In 2013. Elyn and I drove from Clearwater to the Hunnewell Hillclimb in Wellesley, MA, and set the quickest MG time. To date, we have covered well over 90,000 miles in Y0543 with great pleasure.



Pardee YA and Tidwell TC at the Auchumpkee Covered Bridge. May 2021





A Postcard from Karel & A Greeting Card from Reinout

Reinout Vogt

An MG Y-Type parked in front of the Crown Hotel in Lyndhurst, New Forest. The Crown Hotel is still in operation, now as the Crown Manor House Hotel. Anyone who visited Beaulieu in the New Forest in the South of England, either as a vacation destination, to visit the National Motor Museum, or to find MG parts at Beaulieu, the world's largest British car parts swap-meet, may have driven through Lyndhurst, or even stayed at the hotel. There was a YA followed later by the YB but the two are only minimally different and mostly referred to Y-Type. The spare wheel was behind a separate cover under the trunk lid, which appears to be darker in this photo.



The only Y-Type, to match Karel's postcard, in my shoebox is this Christmas card by Kevin Walsh. While it is Spring, and the weather is very nice, here in Decatur, GA, it snowed a bit in Chicago only 10 days ago, so hopefully, this wintery scene is still OK. It is called: Christmas



Eve at the Station and the description on the card is: As the 6800 Class Great Western pulls into the station, the Maroon MG Y-Type Saloon and the Black 1955 Standard 10 await their passengers. Meanwhile, the BSA Bantam draws to a halt to allow a cyclist to pass. The card was published by The Almanac Gallery and sold in aid of Ben, Reg. Charity no. 297877. (MG Y-Types were built between early 1947 and late 1953; 6158 YAs, 1301 YBs with smaller wheels and a few other small differences, and 877 YT four-seater tourers.)



New Members

Jody Ann Butler, Ormond Beach I recently inherited my Brother's (18 yrs. my senior) 1977 MGB Mk IV. It was very difficult emotionally to find joy in owning her much less the thought of driving her. To no one's surprise, my first test drive through the beautiful Tomoka State Park, Esther, yes I named her that day, fell in love with me, and I with her!

To my surprise, I feel nothing but JOY every time I hear that once annoying buzz upon key insertion. Moreover, I have found myself enjoying learning everything I can about her history. Learning what makes her ticks, and sometimes tocks has been equally enjoyable.

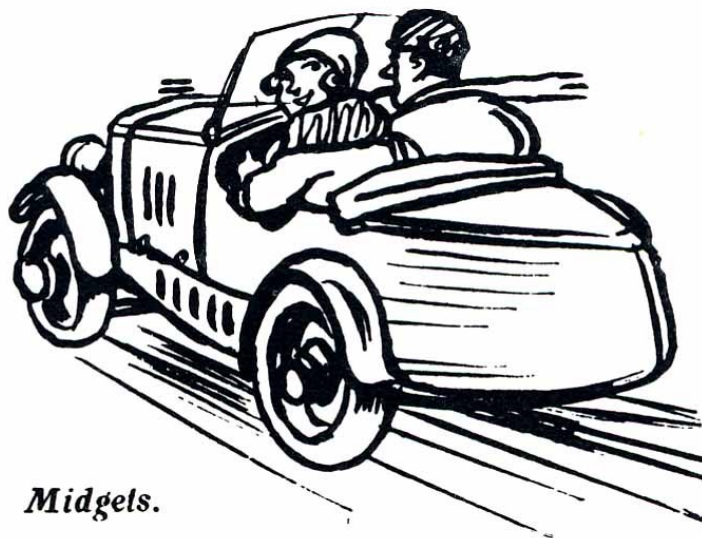
Since I don't have my brother to ask for help, I have been well received on forums, MG clubs, and even the folks over at Moss Motors, have been kind and helpful, (they call me kid even though I'm 55 and I love it (my big bro used to call me kid), patiently schooling me when I needed schooled.

Remember, I am just a girl. Just a girl that's one happy MG owner! I would be honored to join your club. Please take me into consideration for becoming a member.

Chris and Nancy Dunlap, Winter Springs Looking for a MGTC. Previously owned a 1969 MGB roadster. Current classic cars are 1965 Corvette, a Porsche 930 Turbo, and a 1996 Formula Continental race car.

Carl and Barbara Tierney, Port Orange 1974 MGB-GT, 1960 Mk1 Bugeye Sprite, 1960 Mk1 Mini 850, and 1999 MBZ SL500.

Dr. Frank Diefenderfer, New Smyrna Beach 1952 MGTD (owned since 1967), 1964 AC Cobra, and nine American Classics



The Friar Tuck Club Drive & Lunch

John Avallone

On Saturday, May 21, under overcast skies, high humidity and temperature, the CMGC held an informal get-together. Mark and Ellen Tidwell planned the event. Three members chose to drive their MGs to the event (2 MGBs and one TC). Can you guess who?

The event took place at The Friar Tuck Inn located in Clermont. The turnout was excellent. The Inn features British-styled meals made from scratch. Walt, our waiter, warned us before ordering our selection from the menu that certain items take longer to prepare than others and provided the selections that did not for those of us who were extremely hungry. He also mentioned that the



favorite, Fish and Chips was the best in the Orlando area and suggested the favorite dessert by the name of Biscoff Bomb. Those members preferring hot tea were served with lovely cups in a lovely teapot pictured below.

Personally, I love to attend our non-meeting events because I meet so many members that I have not had the opportunity to meet. An example is Judy and Dan Duran. Dan grew up in Long



Island, NY, and I in the Bronx, so we really hit it off.

Driving to the event, my MGB wanted to stall at red lights requiring the choke to be adjusted slightly. I discussed this with George Pardee who kindly helped make the proper adjustment of my SU carburetors. Driving home, I did not have to make any adjustments with the choke. Thanks to Ann Plasschaert for encouraging me to speak to George, and George for his help!



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

- 6/16 **CMGC Club Meeting** The Nauti Lobstah, Apopka, <http://thenautilobstah.com/>
6:30pm for drinks, ordering food or tire kicking. Meeting at 7pm. 311 S. Forest Ave, Apopka
- 6/18 **Old Time Diner Drive and Lunch**, Leesburg, <http://oldtimediner.com/>
9:30 am, meet at the CVS, corner of 436 and Wekiva Springs Rd.
Contact Allen Wyman for more information, allensharon@hotmail.com, 407/435-5207
- 6/19-23 **MG 2022**, Peterborough, Ontario, Canada,
<https://mgtoronto.com/mg2022/>
<https://www.youtube.com/watch?v=YaVUUEmyVzc>



September

- 9/15-18 **Southeast British Car Festival 2022**, Dillard House, Dillard, GA
Peachtree MG Registry <https://peachtreemg.com/>



HEY, DIGITAL GURUS: OUR WEBSITE NEEDS YOUR HELP

I know that some of you have digital experience in your work or your personal hobbies. Will you please use that experience to help the club improve our website and online presence?

The Classic MG Club website is the face of our club. Most new members learn about the club via our website. Members need a place to learn about activities.

It needs a webmaster to update it and to keep it current. Revisions can be as simple or as complex as you want.

Let's discuss,
Lonnie Cook
lonniecook@aol.com
407-670-9679



MG Jackets for Men or Women

The club, through Pete Rogers, will be ordering Club Jackets for club members on two separate dates - April 10th and June 10th. This should allow ample time for members to make their decision.

Cost of the Jacket is \$53.00

The jackets (available in ladies' or men's sizes) will be a light tan with a hood in the collar. Pricing will include the cost of the embroidered MG logo and the individual's first name. An additional \$5.00 will be charged for 2 plus sizes and larger.



To Order

Send the name to be embroidered, the size desired, a check for the number of jackets ordered, and contact information: shipping address, home phone, cell phone, and email to:

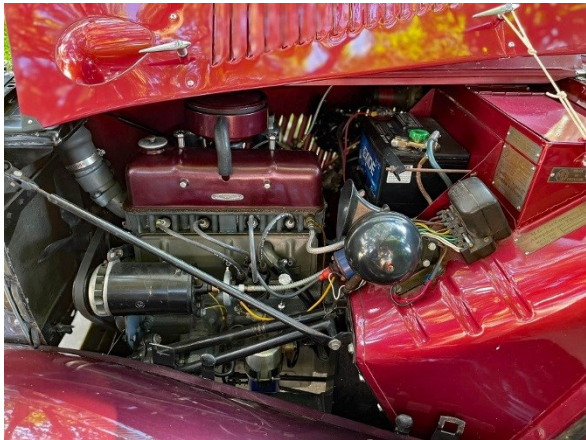
Pete Rogers
31104 Fairvista Dr.
Tavares, FL 32778

For Questions: 352-406-1948, 352-343-1845, pfrslot@gmail.com



MG Marketplace

1950 MGTD - Rare, early 1950 TD with solid wheels. Painted in a duo maroon. Fully restored and has new interior and top, and a bimini top for those hot days. The car was purchased through Will Bowden. Sterling needs space in his garage for a planned purchase of an electric vehicle, parking and a plug for recharging. He would like to sell it to a local person to keep the car in the area. \$19,500.
Sterling Frey 352/217-9054



Adverts are free. Send information to editor.cmgc@gmail.com.

Contact the editor each month to keep your ad current.

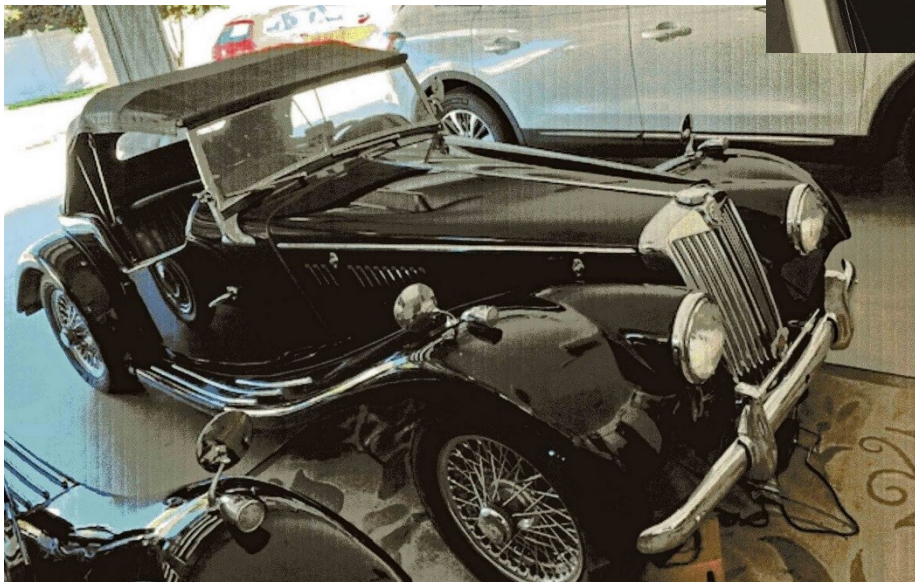




Pete Rogers has two of his T-Series cars for sale

1952 MGTD Silver body with black fenders, black leather Interior. Complete ground-up restoration 14 years ago. This MG was built for Show and Go. It is a constant TOP prize winner. Rear axle ratio - 4.33, many extras, drives like new. Miles driven since restoration, approximately 1,000. \$37,500

1954 MGTF 1250 Black body with black interior. Ground-up restoration completed in Spring 2021. Frame detailed, engine built to 1400cc, 3.9 rear end, front disk brakes, chrome wire wheels, new tires, new tonneau cover. Miles driven since restoration, approximately 125. \$50,000



Reason for selling - serious illness which has caused partial blindness.

Contact: Pete Rogers
Home: 352/343-1855
Cell: 352/406-1948

31104 Fairvista Dr.
Tavares, FL

1975 MGB Garage kept and well maintained with odometer reading of 13K (not original). Major mechanical work done 3 years ago including re-built 1800 cc engine, new dual Mikuni carburetors, new PerTronix distributor, new aluminum radiator, new stainless steel header and exhaust, lowered body with new 15" VTO wheels and tires, and miscellaneous other parts by Ceres Motorsports (Oviedo, FL). Runs great and clean body with little rust. Black vinyl interior and carpeting all in good condition. Convertible top in good condition. To inquire, call or text Dave at 407-790-2353. Need the garage space, so priced to sell at \$6900.



MGB Parts - My MGB has sold and I have many parts that I would like to pass on to club members. Most are from 73, 74, and my 1977 MGB. The trunk lid is Tahiti blue and is near perfect. I replaced it on my 1977 with a lid that didn't have a luggage rack. There is a complete original carb, intake, air cleaner, exhaust manifold and emissions system from my 1977 B (removed with only 40,000 miles), 5 Rostyle wheels, perfect cockpit cover, original jack/lug wrench, and a bunch more. I am located in Ocala just north of the downtown square. Open to offers for some of it or all of it. Frank Zadnik, 352/361-1030 fzadnik@yahoo.com



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.

Second Harvest
FOOD BANK
 OF CENTRAL FLORIDA
FeedHopeNow.org



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

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



Tom Redditt Photo

Pamela and Tom Redditt's red MGA roadster is pictured here. The rear end of their MGA brings us to the end of this edition of *The Octagon*.

You will note that they have taken the opportunity of adorning their MGA with the license plate frame promoting the Classic MG Club.

Share your MG in the newsletter with a photo of the back end of your car. Send to:

editor.cmgc@gmail.com

