

The Octagon

The Newsletter of The Classic MG Club of Orlando

Founded 1963

July 2022

Vol. 60, No. 7

Issue 705



The Classic MG Club of Orlando

Club Leadership

President

Jim McSweeney
jimspeedmaster@aol.com

Vice President

Mike McCormick
trouble150@gmail.com

Secretary

Tom Redditt
tredditt@mac.com

Treasurer

Dodie Beach
mg_enthusiast@aol.com

Editor

Glen Moore
editor.cmgc@gmail.com

GOF South 2022 Chair

Scott Buie
gofsouth2022@gmail.com

Webmasters

Dodie Beach
Lonnie Cook
webmaster@classicmgclub.com

Website

www.classicmgclub.com

Facebook

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



© 2022 CMGC Orlando
All Rights Reserved

President's Thoughts

Due to a previous commitment, The Nauti Lobstah cannot host us for this month's meeting.

Dodie has made arrangements to meet at our old meeting place, the backroom at Carrabba's on Red Bug Lake Road in Winter Springs. In the past we have had large groups of members, but also at times, groups as small as 17 or 18. Carrabba's really wants 20 people, as a minimum, to give us the backroom at no charge.

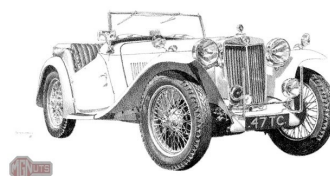
I understand that for some it's a longer ride, but please try to attend if at all possible. Dodie will be asking for RSVPs when we send out the Agenda.

We braved the heat and rain and joined the run up to the Old Time Diner in Leesburg. It was a great ride up and a fun time. The ride home was more of a race to beat the rain. The MGB ran great, and we were happy to have her out for a nice long ride. Thanks, Allen.

Ellen Tidwell has planned a movie and lunch for us in Winter Garden, for this month's event. More information in *The Octagon*. I would like to thank everyone who participates in, as well as plans, the club events, as they are what keeps up the interest in the Club.



Jim McSweeney



July 2022

Classic MG Club of Orlando

1

The Classic MG Club of Orlando

Nauti Lobstah, Apopka

June 16, 2022



June Meeting Minutes

Submitted by Tom Redditt

The meeting was called to order at 7:05 pm.

TREASURER'S REPORT: Dodie Beach advised that our bank balance is \$11,700.00.

NEW MEMBER INTRODUCTION: New member, Mike Armstrong introduced himself. He drives a British racing green 1971 MGB.

OLD BUSINESS:

GOF South - Mark Tidwell gave a report on the 2024 GOF planning. Scott Buie is doing a debriefing/review on the recent 2022 GOF to see what things need changed or improved before proceeding with negotiations with the Mission Inn on pricing and accommodations.

Jackets - Pete Rogers advised the club jackets ordered will be available in 2-3 weeks.

NEW BUSINESS:

June event: Allen Wyman is leading a trip to the Old Time Diner in Leesburg. First meetup is at the CVS store at the corner of Hwy 436 and Wekiva Springs Rd, leaving at 9:30 am. Will proceed from there to a second pick-up location at the Mobil Station on the corner of Sadler Rd and Hwy 441. From there everyone will proceed on to the Diner for lunch.

July event: A trip to the Cinepolis Luxury Cinema to see a movie. Then one of the many nearby restaurants for lunch.

The meeting was adjourned at 7:30 pm.

A Movie and Lunch

**Saturday, July 23rd
Winter Garden**

Cineapolis Cinema 321-350-3580
14111 Shoreside Way, Winter Garden, FL. 34787

The theater offers reclining seats and full-service food, drink, and bar. Movies for July have not been announced. An email will be sent to club members at a later date with movie listing and show times. You should order your tickets in advance. <https://www.cinepolisusa.com/our-locations/x11bm-cinepolis-hamlin>

Choose a movie and purchase your advance tickets (with seat selection) for an early movie, with a show time between 11:30 and 12:15. Check the website frequently as the earlier you purchase your tickets the more seat selections will be available.

During the movie, there's food and drink service at your seat, so it's your option to enjoy lunch while viewing the show, or you can wait until after the show and eat at Ford's Garage.

After the movie you watched is over, we will meet at Ford's Garage for refreshments and conversation. <https://www.fordsgarageusa.com/locations/hamlin/>

Fords Garage 407-887-36731 5375 Hamlin Groves Trail Winter Garden, FL 34787

Options for group drives will be discussed at the July club meeting.



Scenes from the GOF South 2022

Jack and Kathy Orkin, Peachtree MG Registry, story and photos

The GOF at the Mission Inn in Howey-in-the-Hills, Florida (yeah, I had to look it up, too) is history, but there was more to it than just the car show. We thought we would share a few of our memorable scenes. First off, was getting there. We had 5 cars in our caravan: Kathy and me in our '74 Midget, Reinout and Henneke in their '60 MGA, the HoffMen (Oliver and Nigel), in their '60 MGA and '73 MGB, and Paul and Barbara Flexner in their '70 MGB. In addition, several other PMGR members made the trip by other routes, so the club was well represented.



The trip down was mostly uneventful on backroads. But, backroads can get boring sometimes, too. During one such period, I noticed Reinout and Henneke pulling out and overtaking the line of cars. Was something wrong? Was I going too slow? (who, me?!) As they pulled up alongside us, we glance over, and Henneke is taking pictures of us with her phone! Then they leisurely fall back into formation. Well, I have to say the picture she took with her phone is pretty darn good. Thanks, Henneke!

The "mostly uneventful" refers to a small problem with the Flexner's car. Upon arriving at our first night's destination, Paul goes to open the trunk and the barrel of the lock comes out with the key! After comparing the inner workings of the lock on the only other MGB in our group, efforts are made to try to trip the latch with a wire coat hanger through the hole in the lock. It did not look good but just before drilling a small hole in the trunk lid, Reinout's persistence with the coat hanger paid off, and the lid popped open! However, after repairing the lock (a screw and small piece had fallen out and was on the trunk floor), to make sure it was working properly when we shut it for the first time, we had a volunteer get in the boot with a flashlight and tools just in case! Thanks for volunteering, Oliver!



The site of the event, the Mission Inn, is a very nice golf resort in the hill country of Central Florida. This is a view of the golf course from our room, through the screened in porch.



There were plenty of self-guided drives available, so we spent Friday and after the show on Saturday traversing all over Lake County. One stop was the historic, quaint, (and very crowded with tourists) town of Mt. Dora. Shops and restaurants line the several square blocks of downtown.

Probably the most interesting thing we saw was on our trip to the top of Sugarloaf Mountain (OK, it's a hill) which, at 312 feet above sea level, is the highest point on the Florida peninsula. It is a favorite place for cyclists and runners to train. There is no monument, marker, or park indicating this, but just a road that curves around at the "summit". You just pull off onto the side of the road and look.

We missed the place to pull off so continued to the first driveway to turn around. As we came to the driveway, we noticed a sign that said, "Free Water". And, when we pulled into the driveway, there is a rolling stand with a large water cooler on it, paper cups, and a trash can. Also, there was a sign that said, "if the cooler is empty, roll it around the back of the house and fill it with the white hose". Next to the cooler is a small, locked box with a slot in the top and a sign that read, "all donations will be forwarded to: Hope for the Warriors, current total sent, \$22,200". I enjoyed a cup of water, filled a bottle, and gladly left a donation. I had to look this up when I got home and found a wonderful and touching story about this 80+-year-old Air Force veteran and his late wife. I hope you enjoy it also.



[Link to military families fund raiser](#)

So, the GOF was not just a car show but a fun-filled weekend with some old friends and some new friends as well as some great drives around the hill country of Florida.

Gathering of the Faithful South

Reinout Vogt, Peachtree MG Registry, story and photos

“You drive,” said Henneke on a Wednesday morning in late April. And boy, was I glad to do so as we were going to drive *Finale*, her MGA, to the Gathering of the Faithful (a.k.a. as GOF) in Howey-in-the-Hills, FL. The reason for Henneke’s request was that she was recovering from a minor complication from cataract surgery and 450 miles was too much for one-and-half eyes. Also, it was mid-30s when we left home to meet up with Jack and Kathy Orkin in their Midget, Oliver Hoffmann in his MGA, and his son, Nigel Hoffmann, in his MGB.

The plan was to take all back roads to Waycross, GA to spend the night and get to Howey-in-the-Hills, FL the next day. Jack and Kathy always find the nicest roads, avoiding Interstates and expressways, and the best spots for lunch. This trip was no exception and once the sun started to warm up, we cruised without a problem to Waycross.

Unfortunately, Paul and Barbara’s B had stopped running right before getting on I-285 and had to be towed to Neil’s Restoration in Decatur. Neil was able to get them back on the road rather quickly and



Nigel and Oliver Hoffman



*Phil and Patty Burke
admire Paul and
Barbara’s MGB*

they joined us at our overnight stop. Unfortunately, yes again... their MGB’s trunk lid didn’t open anymore when they wanted to unpack. The entire lock cylinder, with the key still in it, came out of the handle assembly. We tried a few things and called some experts who all suggested drilling a small hole to allow access with a pin (coat hanger) to the internal lever to open the trunk. The front desk manager just came out with a battery-operated drill and a 1/8” drill bit and we were discussing where to drill the hole; through the lid or through the handle, when we were able to pop it

open. Phew... time to count your blessings and time for a beer.

When traveling to the part of central Florida where Howey-In-the Hills is, you have only two options: I-75 or US 301. I-75 is exactly what it says, Interstate, and US 301 goes through Ocala and The Villages and, at times, looks more like Peachtree or Piedmont in Atlanta. But no problem at all for our MGs, no overheating, no brake fade, no vapor lock... reliable great cars, and all they needed was gas!

We made it to the Mission Inn Resort, the host venue of the GOF, by mid-afternoon. And because registration wasn’t beginning until Friday morning, we had plenty of time to settle in and relax. The resort had sold out, and instead, Oliver had rented a VRBO house, about 10 minutes up the road in Tavares. PMGR club members Phil and Patty Burke would also stay with us but they arrived a little



bit late because Phil's Midget had a serious breakdown on the way up from Hobe Sound, FL, where they live. Just like Oliver and Henneke, they too did do some grocery shopping which meant that we had a lot of crackers, cheese, wine, and beer. A lot....

On Friday we started with the Mt. Dora Meander, one of several self-guided tours available throughout the event, and then washed our cars to get ready for the 1st Timers Show where the gorgeous Arnolt TD of Stan and Susan won Second place. We were so busy that we totally forgot to attend Larry Norton's seminar on the 60th anniversary of the MGB. Friday evening we all attended the Meet & Greet Reception in the resort. Dinner, drinks, good company, and great conversations made the time pass quickly and we, again, totally forgot the second seminar, titled Zapped, on electrical repairs and upgrades.



The main car show was Saturday morning, on the lawn around the lake on the resort grounds. About 120 MG attended in the various MG classes. The PMGR did very well with a First for Stan

and Susan's Arnolt TD in the Sedan/Variant class, First and Second for Oliver and Henneke in the MGA class, and Third for Tom Nadelhoffer in the Rubber Bumper MGB class (left).



Nigel's and Paul's MGBs were extensively visited by Glenn Lenhard's Walk Around Tech Session and both consid

ered the show a success. Speaking of Glenn, you may know that he had serious heart problems earlier this year which required several surgeries. Look at him now (next page); he said that he was feeling very well, working full-time, and about to play the trombone in the Tampa Bay Symphony again.





In the afternoon we did the Rally de Montagne, which brought us to the highest point in Florida, 312 ft. above sea level.

We had not signed up for the awards banquet and had dinner with Paul and Barbara in a Japanese/Thai restaurant in Tavares. And when we walked into the room back in the resort, they were just announcing the car show awards, see the result in the photo below - Oliver Hoffman and Henneke Vogt, 1st and 2nd in MGA class.

My favorite car at the GOF was the blue J2 of Robert Carr. If the name or the car sounds familiar, that may be because you've seen or read about The Amelia 2022, where Robert and his beautiful J2 did very well.



It had been a very busy and great GOF, and when we made it back to our 'house' we had lots to think and talk about and a refrigerator to eat/drink empty.

On Sunday, we left the resort very early and drove across the state to visit friends in Melbourne, FL. Monday morning, we took I-75 North to return home - 500 miles at 3,500 RPM in fifth gear, all day long... except, when Henneke drove (her eye had improved a lot) at 3,800 RPM and up... are MGs great cars or what?

Editor's Note

The previous two articles first appeared in *The Registry*, the newsletter of the Peachtree MG Registry. Our appreciation to Madell Dobrushin, editor, for allowing the articles to be published in *The Octagon*.

Thanks also to Jack & Kathy Orkin and Reinout & Henneke Vogt for sharing their experiences at the GOF in story form. Many who receive this newsletter did not have the opportunity to attend the GOF South 2022. The Orkins and Vogts bring the experience to all readers through their narratives.



Seven Deadly Pitfalls for Classic British Car Projects

Brian Collins, Ceres Motorsports

1. Underestimating Rust and other bodywork repairs

“Has minor rust. Just needs a little TLC”. Translation: Better look closely.

This is probably the most common problem in the classic car world; buying a cheap classic British car in hopes of saving thousands in the long run. What looks like just a little “bubbling” on the paint is usually a tell-tale sign of major rust issues. Body fillers won’t fix it and you can’t ignore it forever. But here’s the real issue - good paint and bodywork are expensive.



Floor boards for an MGB are only about \$200, but if you have to pay someone for 11-15 hours per side to cut out the old ones and weld in the new ones, they become outrageously expensive. On a really rusty MGB, for example, you could conceivably pay less for a new Heritage bodyshell than it would cost to repair all the rust. On other older vintage cars such as Morgans and MG T-types, the same caveat applies to the wooden substructures.

Unless you’re capable of doing the repairs yourself or willing to pay a lot of money, bodywork can easily become the most expensive component of your car project. It can easily add dozens of hours of labor which will quickly outweigh the expense of having bought a better car in the first place. Our recommendation is to buy as solid a car as possible. Inspect thoroughly and don’t be afraid to walk away from a potential purchase if you see red flags.

2. Buying a misrepresented “Frankenstein” car

What year car is this again? “it’s a 1962 MGB with a rare late model dashboard, and triple wiper conversion.”

I wish we didn’t have to include this on our list, but we’ve personally seen it too many times. It’s not the end of the world if your car is pieced together using parts from various cars but you should be aware of that fact and the seller should represent it as such. It can negatively affect the value and give you a ton of heartbreak.

Once we had a customer bring us an MGB that he assumed was a fully restored 1971 MGB chrome bumper car with a fresh paint job. He paid about \$18,000 for it but he wasn’t well versed in MGBs. It turns out that it was actually a 1979 rubber bumper MGB that had been poorly converted to chrome bumpers. The late dash, brakes, bumper mounts, and firewall gave it away for certain. With numerous badly botched rust repairs- including sills and floorboards, it looked like someone had assembled the car using whatever MGB components were lying around.

Worst of all, the VIN was a complete fictitious fabrication. Somebody had stamped a tag with a



fictitious VIN using numbers and letters that could not have existed on an MGB. Moreover, none of the numbers matched what was stamped on the frame.

This particular car was badly misrepresented by the seller and isn't worth nearly as much as our customer paid. Now he feels stuck with a car that has an improper, fake VIN number and a motley collection of parts of undetermined heritage.

Using parts from various years isn't a huge problem; there's a lot of interchangeability. You do need to know what you have, though, so that you can order the proper parts when you need them. If you're not familiar with the car you're buying, plan on taking it to a shop to have them inspect it. They should be able to make sure the VIN number and components are correct for the car.

3. Starting with interior and minor trim pieces

Your car project needs a lot of parts. Don't start with a steering wheel!

It's easy to fall into this trap. You've just purchased a classic British car project and you're not sure where to begin. You crack open a catalog and see a bunch of shiny, affordable parts you can easily add to the car. It's tempting to start ordering and installing little interior and exterior trim pieces but it's really the last thing you should be doing on a big project.

When it comes to car projects, make sure your car is mechanically sound and safe, then move on to bodywork/paint. Once that's done, the very last bits should be new interior and exterior trim. Doing it the other way around puts those little parts at risk of damage through handling. Also, it may be a few years before you finish your car project. All those shiny, new parts might not look so shiny or new when you finally get finished.

4. Buying tires too early

I know your tires look brand new... But they're 15 years old!

We see A LOT of old tires roll into the shop and it's a bit of a paradox. The owners replaced their tires when they first bought their car because the original tires were too old to drive on. Now that their car restoration is completed many years later, they refuse to replace their tires because they haven't had much of a chance to use them. Most tire stores won't even service tires over 6 years old.

Unless you plan on driving your classic British car project right away, you should wait until after the restoration to buy new tires. If it's just going to roll around in a garage until the project is completed, it's best to buy those tires when the car is ready for the road. Don't drive on old tires, even if they look new. Dangerous!

5. Ignoring major safety items

It may look pretty but if you can't stop or steer it to safety, you're headed toward trouble.

It sometimes seems that the first priority is to "get it running". But even if your car's drivetrain seems mechanically sound it's still a good idea to inspect your brake and suspension systems. It's imperative for your car to brake and handle optimally in modern-day driving conditions. Even with a good engine and trans, the car will be unsafe and unpleasant to drive if the other running gear is not in good condition. We see a lot of bad brake systems and worn suspension components on cars simply because they're ignored or because the owner wants to do paint and interior or the engine first. But those brake and suspension safety items really should be near the top of the to-do list.



It's not difficult to replace those suspension bushings, brake hoses, and rebuild the brakes on most British sports cars. The parts are usually inexpensive, few British cars require any special tools to do brake or suspension work, and it's always a perfect time to inspect the health of your other brake and suspension components. There's just no need to risk using old parts. If it looks or acts sketchy - replace it!

6. Botched electrical add-ons and repairs

Electrical systems are critical in car safety and reliability. Carelessness or lack of experience can cause a fire!

By the time you've purchased your classic British car, there's a good chance the wiring has been modified in some way. Previous owners may have added electrical components like radios, fog lights, horns, or kill switches.

One thing we see frequently are incorrectly colored battery cables and wiring. Red cables used for ground on Negative ground cars and vice versa. Hook your battery up in reverse and you could fry an alternator or other electrical component. Or perhaps the last owner got a great deal on a roll of green wire so everything is done in that color! Use the correct color wire in all your circuits or clearly mark them.

It's always a good idea to print out a copy of a wiring diagram for your car. They're usually available online for free with the help of Google and also commonly found in repair manuals. It's a good idea to make sure you have clean grounds and wire connections. Inspect for potential electrical shorts too (loose wires or bullet connectors pulled out slightly). Make sure wire crimps and soldered wires are secure and have good continuity. Check for any damaged wires and replace as needed.

If the previous owner has added anything to your car, you should always double check their work and make sure it's wired safely. Occasionally, new replacement wiring harnesses are a better starting point. It may seem silly, but you don't want to see all your hard work go up in flames.

7. Buying a car that's beyond economical repair

It's possible to restore anything but is the climb worth the view?

Buying a classic car that needs EVERYTHING usually means buying a car that can overwhelm your time and budget. While it's not impossible to restore those cars, the overall condition of the car can make for an extremely expensive and difficult process. Much like bodywork, hundreds of labor hours can absolutely sink your budget. Some have said that the most expensive car to buy is that \$500 project pulled from a field!

If you find yourself with a car like this, the best approach is to tackle it system by system – body structure, brakes, suspension, electrical, fuel, etc. Do it once and do it properly. Don't just do the left front and leave the right front for later. Once done you won't need to revisit that system for quite some time. Be realistic about your budget, both in time and money.

In the end, it's always best to find a car in the best possible condition for the money. No project car is perfect, and we all must learn to play our cards right to get the most value for the money.

Tires on Your Classic MG - A Discussion

Gene Fodor

The following is a thread between David Sander, Chair of the NEMGTR, and Blaire Weiss, the Register's Vice Chair, that was part of a Facebook discussion. It relates to cracks in tires. I have not seen this issue addressed anywhere recently and I thought it may be of interest to the membership. I have edited out comments that were not germane to the discussion so as not to be side-tracked. The thread is published with the permission of both David and Blair.



David: (*The tires*) are less than 4 years old, barely 5,000 miles, and they are severely weather cracked and have to be replaced. Oddly, they were mostly garaged. The tire company agrees that they are unsafe and have to be replaced. Per mile, these are by far the most expensive tires I have ever purchased.

Blair: I think I was reading something the other day about cracked tires that have low mileage and are always kept indoors. Something about the heat cycles pushing *plasticizers* around in the compound. Without exercise and heat cycles, they crack, so it's common. I just replaced a set on the XJ6 with low mileage, always kept indoors, but they were cracked. Not a fan of *those* tires.

David: They were made in 2018. I bought them in 2019. The warranty clearly states a four-year warranty from the date of purchase, the store says three years from the date of manufacture. I had a six-year-old *same make* tire blow out on the flatbed trailer. I am not a fan.

Blair: From <https://m.tirerack.com/tires/tiretech/techpage.jsp?techid=30>

The anti-aging chemicals used in the rubber compounds are more effective when the tire is "exercised" on a frequent basis. The repeated stretching of the rubber compound actually helps resist cracks forming. The tires used on vehicles that are driven infrequently, or accumulate low annual mileage are more likely to experience cracking because long periods of parking or storage interrupt "working" the rubber. In addition to being an annoyance to show car owners, this condition often frustrates motor home and recreational vehicle owners who only take occasional trips and cannot even park their vehicle in a garage or shaded area. Using tire covers at least minimizes direct exposure to sunlight.

David: One takeaway, always inspect your tires, regardless of age or mileage.

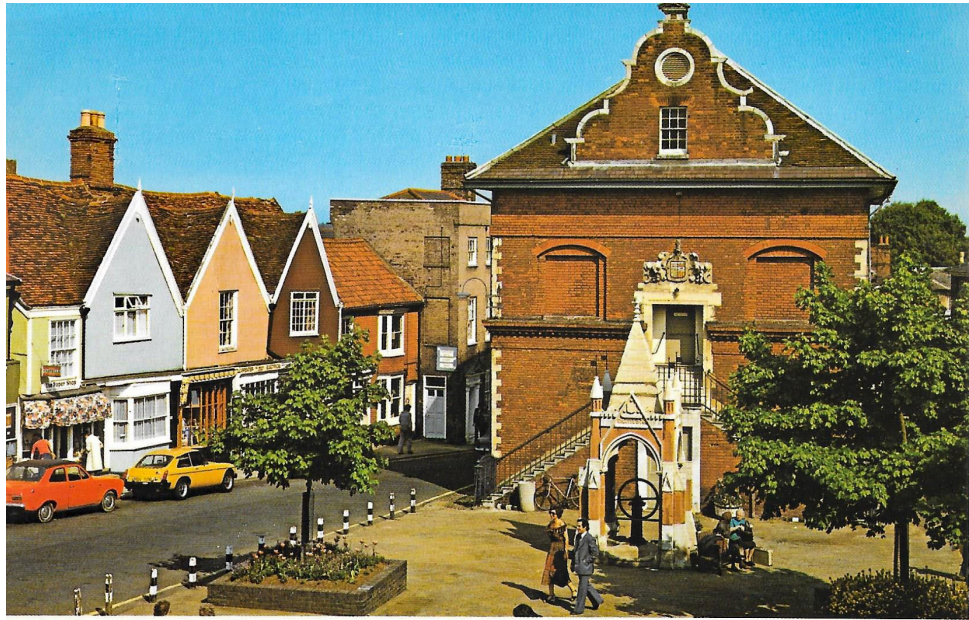




A Postcard from Karel & A Greeting Card from Reinout

Reinout Vogt

A rubber bumper MGBGT in Woodbridge, Sussex, about 90 miles northeast of London just inwards from the Northsea coast. The car behind the MG looks like a first-generation Ford Escort. No more MGBGTs were brought to the US after 1974, but the model continued in the factory line up until the factory closure in 1980.



The Shire Hall, Market Hill, Woodbridge, Suffolk

Photo: D. Noble, John Hinde Studios.



The North American MMM Register is celebrating the 90th anniversary of the J-Types, which came out in 1932. There was a four-seater J1 (open tourer and Salonette), the epic J2 two-seater with cycle wings and later with swept wings, the supercharged J3, and a dedicated race car, the J4. This illustration by artist Colin Ashford beautifully depicts the J2's spirited driving capability for the driver while the passenger enjoys the scenery passing by at high speed. The card was published by Santoro Graphics Ltd. in England.



New Members

Mike Armstrong, Orlando, 1970 BRG MGB, '49 and '55 Plymouths.

Bob and Cindy McGuire, Clermont, 1976 MGB - I have had my 1976 MGB for over ten years, originally buying the little roadster to make coffee runs on the weekends. After replacing the convertible top, replacing some of the rubber seals around the window, and a few engine tweaks I was hooked. Since then I have replaced just about every nut and bolt and rebuilt just about everything else on it. Now all that is left is a little machine shop work and rebuilding the engine. Cannot wait to get this complete and have the "B" back on the road.



Originally from Southern California, my wife Cindy and I now call Clermont, FL home. Other interest includes guitar music recording, Astrophotography, my grandchildren, and scratch scale model building. We are excited about joining your club and look forward to attending some events in the near future.

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.

July

- 7/21 **CMGC Club Meeting**, Carrabba's Italian Grill in Winter Park, 5820 Red Bug Lake Road 32708
Located on the corner of Red Bug Lake Road and Tuskawilla Road
6:30pm for drinks, ordering food or tire kicking. Meeting at 7pm.
- 7/23 **Movie at Cineapolis and Lunch**, Winter Garden, Mark and Ellen Tidwell
Details of this event are at the bottom of page 2 of this newsletter

September

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

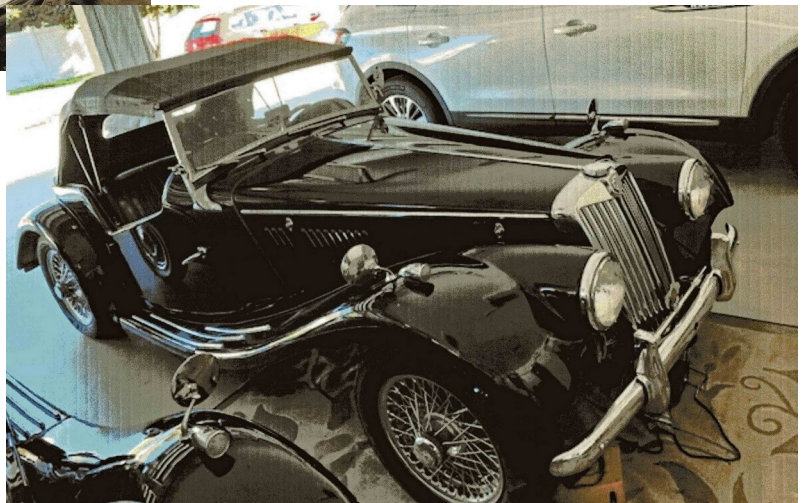


Rogers has two of his T-Series cars for sale

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

Pete Rogers 352/343-1855 H
352/406-1948 C
31104 Fairvista Dr., Tavares, FL



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

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

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



Jennifer Horning's MGB provides the ending note for this edition of the newsletter, with a different view of the back end.

She is very creative in capturing images of her MG. She has the eye of an artist. Her business is Audrey Lane, creating art in homes through the design and installation of wall and floor tile.

Many thanks to Jennifer for providing a beautiful ending to the newsletter.

Have your MG pictured in the newsletter by sending an image of the rear end of your car to:

editor.cmgc@gmail.com

