

# 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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## President's Thoughts

This being my final President's message, it's time to give credit where credit is due. First, I would like to thank Jim McSweeney for helping the club by volunteering to take over the Presidency. Jim is one of our long-time members who has a wealth of information about the history of the club. He has been President several times, so is familiar with the duties and responsibilities of the office.

Thank you to Patrick Raley for keeping me in line. As Vice President, he filled in for me every year when Carol and I took off for Maine. It was also very comforting to have a lawyer as my backup. I needed his advice on numerous occasions.

Thanks to Glen Moore, who had to keep gently reminding me when the deadline was for this publication. Over the last couple of years, Glen's national award-winning Octagon newsletter has been a major reason for our growth as a club.

I also have to tell you one of the big reasons we held together during the Zoom meeting era was Scott Buie's computer help to some of us gray hairs. He also has taken on the awesome task of chairing the GOF committee.

Dodie Beach has held every office in the club. If we come up with a new one, she will probably be the first holder. No one has done more to promote the advancement of the club than Dodie.

And then there is Lonnie Cook. New members, GOF, MG Classic website...just about anything you ask him to do gets done well, right after he tells you he's too busy. Every club needs a "Lonnie Cook". We are lucky to have the original.

With the help of those above and all the members of the club, men and women, for these two years, it has been a pleasure to serve.

Thanks and Happy Holidays,

Mike McCormick



# 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!

## January 2022

- 1/20 **CMGC Club Meeting** The Nauti Lobstah (was The Catfish Place) <http://thenautilobstah.com/>  
6:30 for drinks, ordering food or tire kicking. Meeting at 7 PM. Parking is behind the restaurant, in the lot across the street, or on the street. 311 S. Forest Ave., Apopka, 32703
- 1/22 **Eaton's Beach**, Weirsdale, lunch at noon after scenic drive, Tom Redditt  
Eaton's Beach is a Florsiana restaurant on Lake Weir in Marion County  
10 am - drive begins at Springs Plaza in Longwood, SR 434 and Wekiva Springs Road  
11 am - leave Umatilla Circle K, 391 N Central Ave, after break and meeting Lake Co. participants  
RSVP to Tom Redditt, 407-415-7149 [redditt@mac.com](mailto:redditt@mac.com)

## February

- 2/5 **North/South Picnic**, Tavares, Lake Idamere Park, John and Sharon Spadaro  
Noon, 12335 County Road 448, RSVP 352-357-8812, 352-406-3373, [jjs852@aol.com](mailto:jjs852@aol.com)
- 2/17 **CMGC Club Meeting**
- 2/25-27 **SVRA Speed Tour**, Sebring International Raceway, Oscar Petree  
Residence Inn is sold out, use Expedia, Trivago or other search for accommodations  
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
- 3/17 **CMGC Club Meeting**

## April

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

## June

- 6/19-23 **MG 2022**, Peterborough, Ontario, Canada  
<https://mgtoronto.com/mg2022/>  
<https://www.youtube.com/watch?v=YaVUUEmyVzc>



THE NEXT GENERATION



## RIDE TO EATON'S BEACH SANDBAR & GRILL - CLASSIC MG CLUB EVENT

Saturday, January 22, 2022

“Get your motor running.... get out on the highway.”

January's MG Club outing is the reason you bought an MG. A chance to drive your car top-down through the beautiful rural countryside under a clear Florida winter sky. The trip will begin by gathering at the Springs Plaza at the intersection of Hwy 434 and Wekiva Springs Rd. in Longwood. We will leave at 10 AM, taking the scenic backroads up to Umatilla where we will stop briefly and meet up with the Lake County attendees at the Circle K store at the intersection of N Central Ave and Ocala St. Then, at 11 AM, we will continue on our journey to Weirsdale and Eaton's Beach Restaurant for lunch.

During the trip, we will experience the exciting Thrill Hill Rd, tour scenic "old Florida" backroads, and a ride over the beautiful Ocklawaha River Bridge. On the return trip, we will stop for a brief visit to the nearby beautiful Grand Oaks RV resort and Carriage club, through Eustis, and then home.

Be sure your MG is running well for this trip as this will be a great MG driving experience road trip. Please RSVP ASAP to Tom Redditt at email: [redditt@mac.com](mailto:redditt@mac.com) so I can let the restaurant know how many will attend.



**The Classic MG Club of Orlando**

## NORTH / SOUTH PICNIC

Saturday, February 5, 2022 at Noon

It's that time of year again! For the third time, the Classic MG Car Club of Orlando will host a picnic for our friends from Northern Virginia.

For about five years, this group has loaded their "T" cars on the Auto Train in Lorton, Virginia and journeyed to Central Florida. After arriving, they take their cars on a tour of different parts of the state. I think they really come to escape the cold weather. They usually tour for a week, and as we all know, having sixty-plus-year-old cars as your sole means of transportation for a week is a real challenge. They are a great group of people who love to talk about their cars and their adventures driving them.

The location is Lake Idamere County Park located at 12335 County Road 448 Tavares Florida. We will be cooking burgers and dogs on the grill plus all the fixins. There is plenty of parking, so dust off the MG and take a drive to Lake County and join us for a day of cars, food, and fellowship. Put a note on your calendar and join us for a great day in the park with our friends from the north.

We do ask that you RSVP so that we know how much food to prepare. You may text, call, email, or tell us next time you see us. We would really appreciate it.

John Spadaro Home phone 352-357-8812 Cell 352-406-3373 Email [JJS852@aol.com](mailto:JJS852@aol.com)







## Sebring International Raceway SVRA Speed Tour

*George Butz*

Any racing event is more enjoyable if you know the race structure, the race track, and some knowledge of the event. I have attended both the SVRA and HSR vintage racing events for many years, and have written this outline on how to enjoy the event.

SVRA is a race sanctioning organization that organizes vintage car races across the US. The race cars are limited to cars that raced in earlier times. From 200 MPH Indy and Formula 1 cars to classic MGs, Jaguars and Porsches, the SVRA events provide a rolling history of motorsport where the cars are the stars at legendary tracks across the country such as Watkins Glen, Indianapolis Motor Speedway, and Sebring. For spectators, the paddock area is always “open” at no cost beyond admission, offering a level of access to cars and drivers not available in most other forms of motorsport. The Speed Tour is a combination of a vintage race with a car show. Your MG will be a part of the show.

For detailed information, check <https://www.sebringraceway.com/> for general track info including track maps, and <https://svra.com/> for all SVRA info. A few weeks before the event, the schedule, driver/car line up and other information will be listed. The races are mostly short 25-minute heats, with comparable type cars. Race groups are made up of different types or classes which run similar lap times. So, there will be multiple races occurring within the race. There may be a longer “enduro” with pit stops and driver changes. The modern TransAm professional series also competes at these events. See <https://gotransam.com/#two>

**Food:** Generally little available for purchase. There is a Snack Shack in the Paddock, behind the pits, that serves breakfast and lunch. It may be best to bring your own cooler/food/beverages! Bring ear-plugs, folding chairs, sunscreen, phone chargers, etc.

**Spectating:** Sebring offers multiple places to watch the races, from high speed straights to tight, technical corners. There are three main areas - behind the pits/paddock areas, middle portion of the track, and inside of the hairpin/Green Park.

**Pits/Paddock/garage area,** between pits and back straight: You can walk over the track on the pedestrian bridge from the car show area. Or, you can drive over the turn 17 bridge (take a right when entering the track, stop and show guard your credential) to the inside of the pits/paddock area. You can drive all the way to the end by turn 1. BE CAREFUL – it is an active racing situation- scooters, tugs, race cars, and pedestrians will be scurrying about! You can park pretty much anywhere open, but don't block anyone in. There are often vendors in this area: shirts, stickers, racing stuff, etc., and often the only food available at the Snack Shack. Walk the paddock/garage area, out by the back straight.

Again, BE CAREFUL of activity and trip hazards (tailgate ramps, tires, wings, etc. are all over the place). Race viewing: climb the stairs to top of the pits. West end - you can see turn 17 exit with the bumps, and start/finish. East end: pedestrian bridge blocks much of the turn 1 view. You can look straight down on the pits from both. You can see the backstretch and much of the track from either end as well. Binoculars good for distant viewing. Turn one: great spot, hang on the fence and view all the way down main straight and the pits, as well as down to turns 3/4/5 (the esses).



**Middle of track area:**

You enter this, passing through the entry gate area and going straight ahead. Great area on the outside of turn 17 (immediately to the right by end of pits), if you have some elevation (ie pickup with bed you can put chairs in, etc.) Drive to the left (north) on paths/dirt/grass - to the outside of the hairpin by the hotel, as well as up toward the new bridge. You can hang on the fence or use several great spectator mounds there. You can climb and walk up the new Green Park bridge and view action from there as well. The esses (4/5) are another great place, up close to the airport. Two spectator mounds there.

**Green Park/inside of hairpin:** You can drive over the new bridge and go to the inside of the hairpin, as well as other spots. Find the celebrated Green Park sign and take a selfie there! During the March 12 hour race, you may see Vikings, Cattle, Monks, burning furniture (and several other interesting things I can't mention here) in Green Park!

**Misc.:** Lunch time/track tour: There is always a one-hour break at lunch. This gives the corner workers, EMTs, race officials, etc. a lunch break. For those registered for the Speed Tour, there will be a low speed tour of the race track you can take in your MG during the lunch break.

The spectator mounds were made when the old pits were torn down. The rubble was dumped out and sand piled on top.

Other: The HSR event, scheduled early in December, is very similar. Likely no car show or TransAm, but the racing stuff is as good. Enjoy!

**Registration:** for the Speed Tour is at <https://speedtour.net/st/?lib=product&pid=630&cat=11>. The \$50 fee includes 2 passes to the races, VIP parking, a tour of the race track in your MG, access to the pits and paddock, an event poster and program. This is a great deal compared to other vintage race events, in fact, any racing event.

**February 25 - 27, 2022**





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

If you haven't heard yet, the **GOF South 2022 Registration is open**, and the form is available to complete either online or by mail!

**[Link To The Registration Information and Application](#)**

***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, reserve your room now, before it's too late!

This year's GOF will celebrate the  
**60<sup>th</sup> Anniversary of the MGB**

**&**

**The North American MGB Register**

**Will Be In Attendance,**

**Presenting On the History of the MGB**



Questions or comments? [GOFSouth2022@gmail.com](mailto:GOFSouth2022@gmail.com)

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!

Scott Buie  
GOF 2022 Chairperson





# The Paul Plasschaert Memorial

## Tour of Lights



*Carol McCormick & Ann Plasschaert, Story    Jeff Plasschaert, Photos*

On the recent balmy night of Thursday, Dec 16<sup>th</sup> under a full moon, the Classic MG Club continued one of its longest-standing traditions. This year the crowd of 28 members and 14 cars gathered in Ann Plasschaert's lovely Maitland front yard to enjoy hot cider, cookies, and good fellowship. Many of the MGs were decorated for Christmas as Ann's son Jeff, in Ann's TF, led the gathered vehicles on an amazing tour of some of Maitland and Winter Park's most beautifully lit homes. The Tour ended at the Outback restaurant at the corner of Aloma and Lakemont for dinner, where



Patrick Raley presented Mike McCormick with a Certificate of Appreciation for his 2-year Presidency. Mike then declared Jim McSweeney the new President for 2022 and Tom Redditt as the new Secretary to replace Jim at that position.

When Ann Plasschaert was asked to share her knowledge of the history of the Tour of Lights, she responded via email as follows:

“The Tour, with a restaurant destination, has always been on the third Thursday instead of the club meeting, and has been in existence ever since I can remember! The location of the tour changed to





the area of the person who made up the tour and there have been many variations. For example, Tony Roth did a tour near the Winter Park Hospital, John Camichos did one in Orlando, Dodie Beach and Jim McSweeney did a couple in Casselberry.

Paul volunteered to do the tour in 2017, and it was mainly Fern Park and Casselberry and ended at the Smoky Bones restaurant on SR 436. No one volunteered for 2018, so Paul did it again, and added some areas in Winter Park, ending up at Tibby's at Aloma and Lakemont. Paul continued in 2019, and set up a new route in Maitland and more of Winter Park including that gorgeous big tree which became the highlight, with the Outback restaurant as the destination. 2020 was the first time that Jeff and I hosted the tour as a Memorial to Paul, and Mike McCormick led the tour, but due to COVID-19, no restaurant was included. 2021 was the second time that Jeff and I hosted, to again end at the Outback."





## Beau Gabel, A Tribute

Beau, a long-time member of CMGC, was lost to COPD recently. He is survived by his son Scooter Gabel and ex-wife Susan Gabel.

Beau was involved in Vintage Racing from its inception in Florida, in the early days often partnering with Tony Roth as "Black Cloud Racing."

He most notably drove his TC from his then home in California to Lime Rock Park, Connecticut, to race in the New England MG 'T' Register "Double Threes" (a six-hour enduro for T-Series and Pre-war MGs) in 1977.

Beau served as Tech Steward for the Vintage Drivers Club of America (VDCA) for 18 years, racing Turners and then Formula Vees. Beau was a curmudgeon's curmudgeon - none like him, and I will miss him.

George Pardee



Beau Gambel at Moroso Motorsports Park - Always at home at the racetrack



Beau driving a Mini Cooper in a support race at the 1986 St. Petersburg Grand Prix. I have a vivid memory of him standing trackside by that car with an expanding lake of black motor oil at his feet.



Beau in his Turners. The Turner Sports is best described as an A-H Sprite built by racers instead of by BMC. With the standard BMC A-series 948/1098/1275cc engine, and a fiberglass body on a light-weight tubular chassis it was highly competitive in class. When fitted with the optional 1100 cc Coventry Climax power unit, it was highly competitive with anything under 3 liters.

*Race photos, Sandy Jackson, VDCA*





## A 1978 MGB Built for a Special Mission

Classic Motorsports Magazine article, November 2006  
 Edited for Size

Lean back and close your eyes. A cold beer might help you get in the mood. Think back to 1978. You are jammed into the stands at Pocono, PA, along with 60,000 cheering NASCAR fans for the Coca-Cola 500.

It's the final lap, and 40 Winston Cup cars are lined up behind polesitter Benny Parson's Chevy and the Oldsmobile of second-fastest qualifier Cale Yarborough. The field is warmed up and ready to launch, the drivers straining to drop the hammer at a twitch of the green flag. Inches apart, they roar toward the green flag behind the fast-moving pace car.

What's this leading the pack? A 1978 MGB? Would another couple beers help you picture this? How about a six-pack?

Okay, so this scene never actually happened. But, British Leyland did dress up a handful of MGBs with nifty pace car graphics for a promotional tie-in with the 1978 Pocono Coca-Cola 500. To the NASCAR faithful, it must have seemed a bit odd to see these little Brit cars zipping around the infield, dodging all the Detroit iron.

Some were available for sale. And, one of those MGBs, bought one month before the 1978 Pocono race, survives today – very lightly driven, entirely unmolested, and completely documented. It is a rare MGB time machine.

Let's go back to 1978. Floyd McCollum, Sr., a car guy who owned a Pennsylvania construction company was doing some work for the Brown-Daub Triumph/MG Dealership in Easton, about an hour's drive away from the Pocono Raceway. While at the dealership, he saw an auto transporter packed with new cars pull up. Among the cars was an MGB with eye-catching pace car graphics.





As the story goes, Floyd turned to the sales manager and asked if the car was already sold. Upon hearing that the car was still available, Floyd told the manager that the car was now sold.

The sales manager told Floyd that British Leyland had created eight 1978 MGBs with the pace car graphics for the Coca-Cola 500. Four of the cars received additional Coca-Cola graphics and were used at the speedway for promotional activities in conjunction with the race. The remaining four cars were released to area dealers.

The McCollum family kept the MGB in the construction company's garage, so the car never sat outside. The mechanic for the company, who also worked on British cars, kept the MGB in fine running shape through the years. When McCollum retired to Florida, he brought the car with him. Floyd McCollum, Jr. inherited the car upon his father's death and currently resides with the car near Orlando. The MGB has only been driven 3568 miles.



Floyd McCollum, Jr. wants the pace car MGB to stay in the family and he is planning on giving it to son, Race, when the time is right. (Floyd and Race pictured on left.)

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## MGB Pace Car Follow-up

*Liz and Floyd McCollum*

Fifteen years after the article, we are happy to report our 1978 MGB Pace Car is still doing well, and the mileage is now a bit over 4,000.

From the early years of ownership, Floyd has many fond memories of his father allowing him to take it out for fun spins around the Pennsylvania mountain roads. Liz's dad also owned an MGB: a 1980 Limited Edition with the cool silver striping on black paint. She learned to drive on that car, and remembers the only time her dad criticized her driving was while coming around a cloverleaf near Penn State and, apparently, taking it a bit too fast for his taste.



Liz enjoying the MGB Pace Car







McCullum Pace Car at Mahoning Valley - above  
Official Pace Car at Pocono - below



One of our early dates was taking the car out to Mahoning Valley Speedway where we were the pace car for the nights' events. As we led the last race of the evening, we lost electrical power on the final straightaway and coasted into the infield, barely making it away from the front of the field in time. We spent the remainder of the race watching from there until we could push the car to the parking lot and work on getting it started again to drive home.

Recently, with the help of two friends—one with a lift and one a Classic MG Club of Orlando member (Wayne Carter)—the pandemic gave us time to give the car a once-over, flush and replace all of the fluids, and repair common electrical bug-a-boos (turn signals, headlights, wipers, etc.).

Our resolution for 2022 is to get the Pace Car on the road a bit more and remind ourselves what it was like to drive this wonderful little roadster in 1978. We are really looking forward to bringing it to some local Classic MG Club events.







## A Postcard from Karel & A Greeting Card from Reinout

*Reinout Vogt*

This postcard is from St. Ives, Huntingdon, a small town just north of Cambridge. Parked in front of a building with a Leyland sign and two “petrol” pumps is a white MGBGT V8 with license plate NMW888M. Behind the MG is a Triumph Dolomite. And behind that is an ADO16, which is the group name for the Austin, Morris, Wolseley, MG, Riley, and maybe I am even forgetting one, variations of what was known as the Austin America and MG 1100/1300 here in the USA.



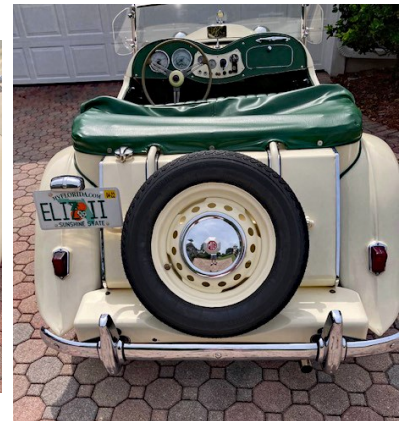
Karel’s postcard this month is an MGB-GT V8. I went through my box of greeting cards two times, but couldn’t find one with a V8 on it. But here is one with an MGB-GT. Apart from the little V8 badges on the grille and tailgate and the unique wheels, they were identical from the outside. This card is from Classic Motor Cars by Malcolm Bradburn. It was sent to me in 1995 by a late friend, and fellow MG model car collector, Rob, to tell me that Corgi in England announced that they were coming out with a 1:18 scale MGB model.





# MG Marketplace

**1952 MGTD** Frame off restoration 12 years ago - beautiful paint and chrome. Rebuilt engine and transmission 5 years ago. Recent Upgrades--new rear axles, bearings and 4.3 rear end gears. new tires, Nisonger rebuilt speedo and calibration-tach clock works. new brake pipe set and master cylinder, 6 wheel cylinders, brake hoses and shoes. new tie rod ends and steering rack bellows-SS exhaust, carb heat shield, SS badge bar, adjustable clutch rod, LED dash and tail lights- manuals - Car runs great. \$26,500  
Dave Burrows 231-675-4919 mgbman@sbcglobal.net St Augustine

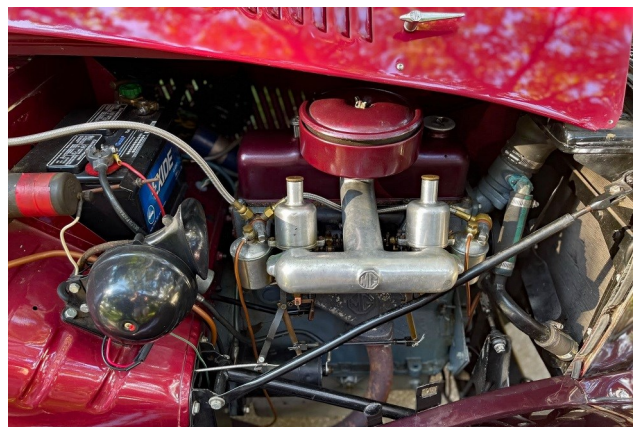
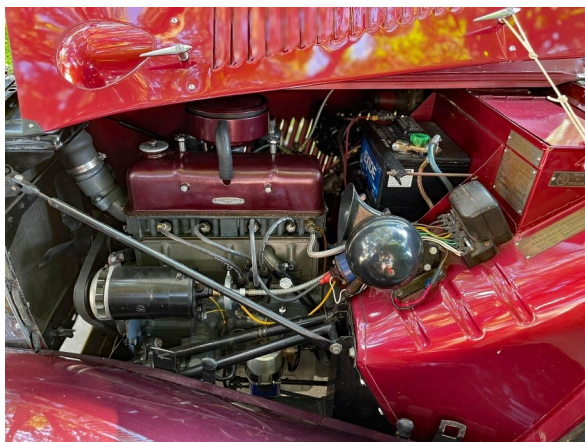


*Safety*  *Fast!*





**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](mailto:editor.cmgc@gmail.com).

Contact the editor each month to keep your ad current.



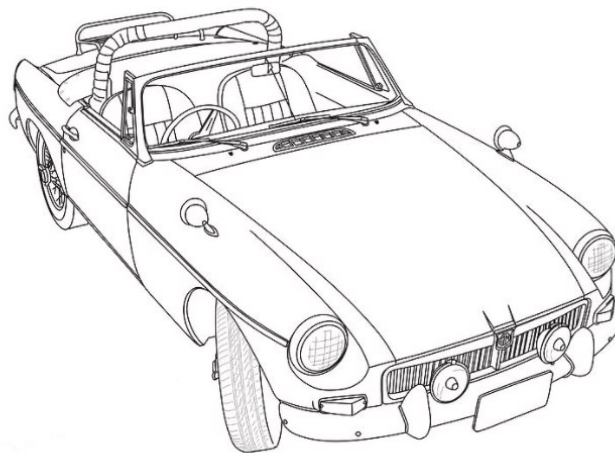


**1960 MGA 1600** This MGA was my husband's pride and joy. Lee passed last Labor Day from Covid. I have been trying to drive our MGA at least once a month. I am getting ready to move and find it practical to sell it. The car is mechanically in very good condition, watched over by a neighbor friend who is a super mechanic. The body and paint job could use redoing, though it looks good from 20 feet away. I have been watching values ever since we purchased it in 2010 and want to offer it to club members before I list it on Hemmings or the British auction. Will be asking \$18,900 there, but to a club member, \$17,500 will take it. My phone is 260-341-0630, texting works best for me. JoAnn Simmonds, Ocala



**Wanted to Buy** CMGC Club medallion, any vintage. John Avallone, [Hrtpace1@aol.com](mailto:Hrtpace1@aol.com) 217-714-1819

**Wanted to Buy** 2 or 3 old used 15" tubes that will hold air. Restoring a 54 TF, a long process, and need inflated old tires to roll the chassis on. Do not want to buy new tires and tubes until I need them as they are only good for 5 or 6 years before needing replacement. Ken Ball 770-595-8989 [toyz4ken@gmail.com](mailto:toyz4ken@gmail.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](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



*Marcia Buie Photo*

Scott Buie leaving on the first test drive in his TF, December 13th, 2021. He rebuilt the engine, gearbox, and most systems in his garage.

*"TF3454 made her post-renovation maiden voyage today. It was the first time since 1982 that she moved under her own power, and she performed admirably. I think my Dad would be happy. It was his car, purchased in 1955."*

*Contributed by Lonnie Cook*

