

# The Octagon

The Newsletter of The Classic MG Club of Orlando

Founded 1963

April, 2026

Vol. 65, No.4

Issue 750



The Classic MG Club of Orlando

## *Inside: The finishing touches on GoF South 2026*



This picture is so right for this month's Octagon. We see astronaut Gerald 'Jerry' Carr in his MG TD befitting this 60th edition of GoF South. Gerald was the commander of the Skylab IV and spent a record 84 days in space including 15 hours space walking. I want to thank Robert Carr, no relation, for providing this picture. Look for Robert and his MGC GT which he calls a 'NASA tribute car' on the show field.

The days until the start of GoF South LX are few. If you haven't registered, get to it. If you have, finish off your touch-ups and head to the port where you will find over a 150 like-minded MG friends having a great time.



## Presidential Thoughts

As my term as President comes to a close, it's hard to believe how quickly the time has flown by. March was a terrific month for our club and a great reminder of why CMGC is such a special group.

Our March monthly meeting at Grill's was a resounding success. With more than 30 members in attendance, we easily surpassed the minimum needed to reserve the room—and even better, we enjoyed lively discussions in a comfortable, private setting. If you missed it, be sure to check the Octagon for the date of our next meeting at Grills and plan to join us.

The event selection meeting at Tibby's was equally productive. All CMGC event slots for next year are officially filled—fantastic work by everyone involved. We also kicked around an exciting idea for a major club adventure: a drive along the Blue Ridge Parkway. If that sounds like something you'd enjoy, now's the time to get involved. Join the planning committee and help us turn this idea into an unforgettable experience.

April is shaping up to be a busy and exciting month for MG enthusiasts. GOF 2026 runs from April 14th through 16th and promises to be a spectacular event. A tremendous amount of effort has gone into making this happen, and I'd like to extend a heartfelt thank you to everyone involved—especially Tracey Waggoner, Chairperson, along with Keith Waggoner, Scott Buie, and Lonnie Cook.

Just before GOF, don't miss the All British Car Show at Henry's Depot on April 11th. This event is always well attended and a great opportunity to show off your MG—your car will already be GOF ready, so bring it out and enjoy the day. Following GOF, the 4th All European Car Show at the American Muscle Car Museum takes place on April 18th. Some of our members are even extending their stay on the Space Coast to attend this remarkable event. It's not often you get to combine a car show with access to a world class auto museum.

I'm also pleased to announce that Jim Young has graciously accepted the position of President of the Classic MG Club of Orlando. I'm confident he'll lead the club to two enjoyable and successful years, and with your support, CMGC will continue to thrive.

Finally, I want to sincerely thank the CMGC membership for all the support I received during my term—and for the patience of my wife throughout this journey. The Classic MG Club of Orlando is truly a worthwhile social organization. Invest whatever time you can; you'll be rewarded with great events, meaningful conversations about MGs, and friendships that last a lifetime.



See you down the road at our upcoming club functions.

Mark Tidwell



April 2026

*Safety*  *Fast!*

Classic MG Club of Orlando

© 2026 CMGC Orlando  
All Rights Reserved

# Your Club's Leadership

President:	Mark Tidwell	<a href="mailto:1mw_tidwell@gmail.com">1mw_tidwell@gmail.com</a>
Vice President:	Jim McSweeney	<a href="mailto:jimspedmaster@aol.com">jimspedmaster@aol.com</a>
Secretary:	Tom Redditt	<a href="mailto:tredditt@mac.com">tredditt@mac.com</a>
Treasurer:	Dodie Beach	<a href="mailto:mg_enthusiast@aol.com">mg_enthusiast@aol.com</a>
Club Registrar:	John Avallone	<a href="mailto:Johnavallone73@gmail.com">Johnavallone73@gmail.com</a>
Editor	Keith Waggoner	<a href="mailto:editor.cmgc@gmail.com">editor.cmgc@gmail.com</a>
Webmaster	Scott Buie	<a href="mailto:CMGC Moderator@gmail.com">CMGC Moderator@gmail.com</a>
Chairperson, GoF South 2026	Tracey Waggoner	<a href="mailto:GoFSouthEvents@gmail.com">GoFSouthEvents@gmail.com</a>
Club Website		<a href="http://classicmgclub.com">classicmgclub.com</a>
Club Facebook		<a href="#">Click this link to Facebook</a>

# Your Club's Affiliations



Their Website: [NEMGTR.ORG](http://NEMGTR.ORG)  
Nat'l Meeting: All MG 8/24-27  
Sandusky, OH  
Local Contact: Glen Moore



**NAMGAR**  
North American MGA Register

Their Website: [NAMGAR.com](http://NAMGAR.com)  
Nat'l Meeting: All MG 8/24-27  
Sandusky, OH  
Local Contact: Jill Moore



Their Website: [NAMGBR.org](http://NAMGBR.org)  
Nat'l Meeting: All MG 8/24-27  
Sandusky, OH  
Local Contact: Keith Waggoner



# The Classic MG Club of Orlando

## Meeting Minutes



**March 17, 2026**

**Location:** Grills Lakefront Seafood, 4301 N Orange Blossom Trail, Orlando

**Call to Order:** The meeting was called to order by Mark Tidwell at 7:15 PM

**Treasurer's Report:** Dodie reported the club is solvent and holds cash for GoF

**New Members:** No new members were present

### **Old Business:**

- **Update on GoF:** Location: The Radisson Resort at the Port, 8701 Astronaut Blvd, Port Canaveral, Florida 32820. To date, there are 138 people and 75 cars registered for the GoF, including 11 first timers. There are 40 people signed up for the bourbon tasting and 100 signed up for the Tweed Drive to the Pig & Whistle British Pub Restaurant. Scott Buie has created some outstanding trophies.
- **2026 Events Planning:** There will be a 2026 event planning meeting held Saturday, March 21 from 3:00 to 5:00 PM at Tibby's New Orleans Kitchen, 2203 Aloma Ave, Winter Park, FL 32792.

### **New Business:**

- **Meeting venue:** It was agreed by all that a private room for our meetings is a must in order to transact club business. Grill's location does not charge for their private meeting room if we have 25 or more attendees. If we have less than 25 attendees, they charge \$25 per person that is below the 25 people required. Mark Tidwell encouraged members to explore other possible locations that might be suitable but we will stay with Grill's Restaurant and see how it goes for now. **So, the next general meeting will be on Thursday, May 21, 2026.**

### **Announcements:**

All British Car Show: Jeff Corenblum, President of the British Car Club of Central Florida attended our meeting to report their club is having their Annual All British Car & Motorcycle Show on Saturday, April 11th , 2026 at Henry's Depot, 212 W 1st St, Sanford, FL. Registration for this show closes April 6, 2026.

<https://www.britishcarclubofcentralflorida.com/copy-of-about-1>

**Adjournment:** Meeting ended 7:22PM



# Calendar of Upcoming Club Events

## April

\*\*\* No Club Meeting this Month, see you at GoF South 2026 \*\*\*

04/14-17 60th GoF South, Radisson Resort at the Port, Cape Canaveral

Hosted by The Classic MG Club of Orlando

\*\*\* See more information on this event in the following pages\*\*\*

## May

05/21 Club Meeting Grills Lakeside, 4301 N. Orange Blossom Trl, Orlando

6:30PM Drinks, ordering food or tire kicking.

7:00PM Monthly Club Meeting Begins

05/30 Drive to Sanford and Sanford Museum Tour, 520 E. 1st St, Sanford, FL

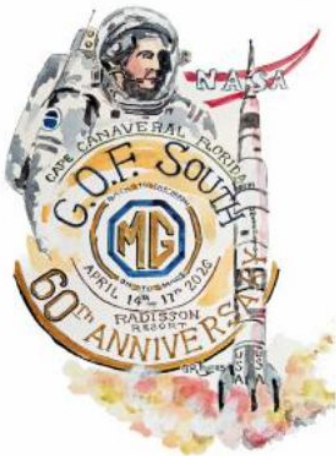
9:15AM Drive begins in Longwood, FL

TBD Museum Tour then lunch at local restaurant; Host-Tom Redditt

\*\*\* See more information on this event in the following pages\*\*\*

## The 60<sup>th</sup> Annual GoF South

"MG Holiday" – A Celebration for the Whole Family



### Enjoy Florida's Space Coast

- Sun, surf, rockets, history, MG fun for every generation
- Extend your trip and make it a true MG Holiday!

### Non-Stop MG Action

- Three scenic drives including the popular Tweed Drive
- Five banquets & receptions
- Two exciting car shows
- Five expert tech sessions:  
*Rolling Tech, Tires, Tuning, Maintenance, Master Q&A*

### Special Guest Speakers

- Tom Metcalf – Safety Fast Restorations
- Bob Sieck – Former NASA Shuttle Launch Director
- Nick Pardee – Gold Seal LLC

### Lifestyle & Family Fun

- Southern cooking, Bourbon tasting
- Longevity, valve cover races
- The Kennedy Space Center
- Valiant Air Command Warbird Museum
- Beaches, fishing, and family adventures
- Look up for rocket launches!



Radisson Resort, Cape Canaveral, FL

April 14 - 17, 2026

Register today at <https://tinyurl.com/gofsouth2026>

Tracey Waggoner, [tfradford@yahoo.com](mailto:tfradford@yahoo.com) • 407-620-3966



# May's Upcoming Outing

**WHAT:** Scenic drive, Sanford Museum Tour  
then lunch at Hollerbach's German Restaurant.

**WHEN:** Saturday, May 30, 2026 (This event moved to the 4th Saturday for this month only to avoid conflict with Memorial Day weekend)

We will begin by meeting at Starbuck's Restaurant, 1951 W State Rd 434, Longwood, FL. We will leave there at 9:15 AM and go for a scenic drive in our MGs to Sanford taking the "long" route along the beautiful "old Florida" road around the north shore of Lake Monroe through Enterprise, FL and back down South on Hwy 417 returning to downtown Sanford to the Sanford Museum and Library for a guided tour on the history of Sanford

After the tour, we will walk west two blocks down to Hollerbach's German Restaurant for a delicious lunch of German fare followed by exploring the antique and eclectic shops of downtown Sanford.

Museum admission is free!

**Important that you RSVP for this event if you are going!  
Tom Redditt at [tredditt@mac.com](mailto:tredditt@mac.com)**

Details may be subject to change, if necessary.



# April's Upcoming Event (All things GoF!)

## A note from the GoF South LX Chairperson...

It feels like we are now *minutes* away from our GoF and I could not be more excited for the event, and I admit, perhaps also a little grayer.

many of the concepts and ideas the members suggested have been realized and many others have even exceeded what we hoped to provide. The awards are truly gorgeous and the social events look like a blast! It has certainly been a heartfelt effort by many and it is our great hope that everyone has a wonderful time.

That said, I wanted to highlight a couple of things that will help make sure your GoF is everything you hope it will be.

1. Registering for a room at the Radisson does **NOT** register you for the event. We have seen a little confusion over this. There is still time so please be sure to register for the event itself [here](#). You may register for the event onsite April 13-16 and VENMO will be available. Please note limitations below however.
2. No Cars may be entered for show award consideration after **THURSDAY APRIL 9**. *Display only* cars may be possible if car field room permits.
3. Dining Experience. The GoF registration process includes identifying (and paying for) the Meet & Greet Dinner that follows the First Showing Car show on Wednesday 4/15 and/or the Awards Dinner on Thursday 4/16. These dinners are optional but encouraged. Please be aware that after **5pm APRIL 9** we cannot guarantee a meal during these catered dinners, however the Radisson will do everything they can to accommodate but may have to offer a different menu option.
4. Besides some great apparel, raffles, silent auctions, and 50/50, our hospitality suite is pleased to be able to provide coffee/tea in the morning and iced tea, chips and cookies in the afternoon. Water stations will be also be available around our field. The Radisson also has a restaurant for your convenience. Please note that the hotel has a strict 'no outside food' policy which applies to their common areas. Your room will have a refrigerator, keurig style coffee maker and a **microwave (if you have a suite or you request it at check in)**. You will also have a gift from the GoF in your registration bag that will help. But I would urge everyone to bring things for their room IF it is important to you to have specific food or beverages available to you. *Thank you in advance for being respectful of the Radisson's requirement.*
5. I recommend requesting a room in the 700 block if it is important to you to be as close as possible to the show field and event center. This is a 2 story building with open walkways and an elevator.
6. A reminder that each room includes a free parking spot. Show cars on the field will not have a parking fee either. Trailers will have a fee of \$28 (including tax) per day. This assumes 2 spaces being needed. I encourage everyone, if at all possible and applicable, to disconnect their tow vehicle from their trailer after unloading in order to minimize any additional parking expense. This will also help us fit more trailers close to the show field. Your tow vehicle can then utilize your free room parking slot. See you soon!

Tracey Waggoner



# GoF: See Amelia Class Winners

## These next few pages are reprints from the Sacred Octagon, the Bi-Monthly Journal of the New England MG T Register Ltd.

A forward by the Octagon Editor, Keith Waggoner...

In my roles as registrar of this 60th anniversary of the GoF South and editor of the Classic MG Club newsletter, The Octagon, I have found them very challenging, but also found an unexpected reward. I have received so much pleasure in piecing together stories of people and cars that have taken a back seat through the years. When I discover their existence, the first thing is to uncover any links that could tie them with others and provide a fresh perspective for today's reader or GoF attendee, as well as bring back 'the days of old' for our seasoned club members and Octagon readers.

One of these stories has been in the making for many years, but only these last few years did it come to form. It is a rarity that the MG is considered to be top of its class when it is paired against the likes of Triumphs, Jaguars, and Porsches, but recently we've had just that happen. In 2024, the 1949 MG TC Roadster, owned by CMGC members Glen and Jill Moore, was Best in Class in the "Race Cars Post-War, 1946-1955" class at the 2024 Amelia Island Concours d'Elegance. The following year, club members Ben Gilbert, Sr and Jr were awarded Best in Class in the "Sports and GT Cars Pre-1955" class for their 'dumpster find' 1949 MG TC.

During the registration period of this year's GoF, I had the privilege of communicating with the owners of both of these cars. They weren't originally going to bring these award winners, but bring other car offerings. After tying the stories together, they both decided to overcome the logistics of bringing multiple cars and provide our show field with the privilege of viewing multiple Concours winners.

In last month's edition of the Octagon, the story of Ben Gilbert Sr's role as Chairman of GoF III at Cape Canaveral in 1969 was covered. Now, 57 years later, he returns to the Cape with his concours winner.

Another back-story is Glen and Jill Moore's MG TC having a lengthy race history. Upon finding other stories of cars with race history being registered, Glen organized a special Race Car Corral, featuring an MG alphabet of race cars: J2, TC, TF, MGA, MGB and MG1100.

As you read the following TSO reprints it is my hope you get the same sense of MG pride I felt in reading them and knowing you're part of a club with such history and will attend the upcoming GoF to see these cars in person.

*I hope you are able to use the technological tool of zoom to get you past a few not-so-clear sections of the reprints.*



## How it Began *by BF Gilbert, Sr.*

MG's became an early passion in 1964 with the purchase of a 1952 TD, followed quickly by a donor TD and then a 1951 TD for my brother Gabe who liked it and wanted his own. Two years later, having relocated from Miami to Cocoa, FL for work, a 1949 TC/EXU found by the dumpster at a nearby trailer park was too enticing to pass up.

Growing up in a family of engineers, we always had a project, or several, underway. Having another MG was not going to be a problem, and I expected it would be back on the road in no time at all. However, starting a family, moving back to Miami, acquiring other British cars that were also "too good to pass up", led to the TC remaining in boxes stored safely in the garage loft.

Unseen but not forgotten, the restoration my father and I started in 1967 was re-started and this time completed by my son and grandson in 2024, under my supervision, of course!

### Adding the 1949 TC to our Collection

In late 1966, a friend that lived in our apartment building mentioned he had seen a car like my TD, but with large, spoked wheels in a trailer park just outside the Cocoa, FL city limits, and that the car seemed abandoned.

Even though it was after 5 pm when we had both returned home from work, we went to see the car. Upon arriving at dusk, I found a TC, literally next to the trailer parks' dumpster area. The car was in very rough condition, roof, and interior upholstery rotten and in tatters, and though the body had some rust, it was not in terrible condition. Additionally, it had small headlights instead of the usual large headlights, it had small round taillights on the gas tank sides instead of the D shaped taillights that I was accustomed to seeing on TCs, and it also had bumpers, something I had never seen on a TC. Most importantly, it seemed complete.



Walking around the trailer park I managed to find a person who was friends with the TC owner and knew about the car. He explained that the car belonged to a USAF airman that had been stationed in the Bahamas Out Islands, where early Cape Canaveral radar tracking stations were located. He had the car while there and brought it back when he returned to Patrick AF Base and assigned to Cape Canaveral. The car was outfitted with a Bahamas Out Islands license plate, which we still have.

According to the friend, the owner was recently transferred back to the Bahamas, but had not been able to take the car, so it was left in his care. Over time the car's condition had become progressively worse, and the trailer park management had moved the "eyesore" to the dump area where we found it that evening.

I got the owner's name and address from the friend and started the long process of negotiating a purchase via mailed letters to the Bahamas. It took several letters from December 1966 through April 1967 until all purchase details were worked out and payment and title transferred. Meanwhile, I would visit the trailer park manager and owner's friend every few weeks and beg that they wouldn't dispose of the car. Finally, after 5 months since discovering the car, I towed TC7678/EXU to my new house in Cocoa, FL. By this time,



someone had removed the Lucas wind tone horns from the firewall, and the small round taillights on the side of the gas tank. Back then, I was not familiar with the specific equipment details for the 1949 TC/EXU model which had been specially equipped to meet US specifications.





My brother Gabe had come up from Miami to assist in bringing the car home. After we got it there, we gave it a quick inspection and decided to try to start it. Surprisingly, it started, the brakes worked, and we rode it around the block. Even my wife, then pregnant with our second child, got to ride in it.

During the next few months, the car was disassembled, and the chassis hand cleaned, scraped and painted. After the chassis restoration, the front and rear suspensions were re-built, new kingpins installed and the original double row pinion bearing for the differential replaced with a modern, more durable one. The original, with brass ball cage had started to fail. During our monthly trips to Miami I took the body timbers to my father who was a hobbyist woodworker. He managed to cut and shape most of the needed timbers, many that were rotten beyond recognition, but for which he would study the body panels and slowly shape the wood until it fit tightly.

By late 1969, re-build work had slowed down after our daughter was born, and in early 1970 I was transferred back to Miami. We packed all the pieces and parts removed from the chassis in a large U-Haul trailer and brought them to the new house. The chassis with front suspension and rear axle was put inside the moving truck with the household items.

When the moving truck arrived, the movers had removed the chassis from inside the truck and strapped it under their truck trailer chassis for the 200 mile drive because they needed more space

inside. Luckily, it arrived safely and undamaged.

The garage had a large loft where we stored the TC parts and boxes. The chassis went into the garage and soon became covered with other "stuff". It and the rest of the car remained dormant in the garage and loft for the next 48 years, during which time the family grew, additions to the house were built, several new British cars came and went, and life's priorities got in the way.

#### Association with CMGC Ltd.

At a local car rally in 1966, I followed a black TD much of the time. Afterwards, I looked up the drivers and met Will Bowden and John Camichos, who had founded the Classic MG Club of Orlando (CMGC) a couple of years prior. I let them know I lived in Cocoa, which is 50 miles and an hour away by the then available roads. They invited me to attend the next CMGC meeting, and since then I have been a member.

We participated in the first GOF South in 1967, and in many more since. Always with the TD and later with our 1938 SA Tickford. Upon moving back to Miami, we founded the CMGC South with a group of local MG owners that we had met at the GOFs. By the mid-1990's we began attending fewer GOF's as driving a TD for 200 miles each way was not as comfortable as it used to be. All this time however, the TC remained in the loft and its appearance would have to wait a few more years.





Finally the Restoration is Restarted and Completed  
*by Ben Gilbert, Jr.*



Having grown-up around cars and holding tools since before I could walk, helping my father and grandfather work on their many cars was a routine activity for me. As I grew older and learned more about the many types of MGs from seeing them at the CMGC GOF's during the 1970's and 1980's, I was always fascinated by the beauty of the TC. When I learned that was the car whose chassis was "always in the way" in our garage and whose parts took up the loft space, I insisted we rebuild it next. Every few years I would repeat that request. However, over time I came across other cars that to me were "too good to pass up", my family grew, and time passed by. You might notice a familiar pattern here!

At a family dinner in 2018, I told my father I was coming to take the car the following weekend! His simple reaction was "What took you so long?" Fortunately, the car was very complete, with most all the unique EXU parts, and other parts that had been collected over the years in anticipation of the restoration. Having studied the TC,

and in particular the rare EXU model, I decided to restore it back to its original, "out the factory door" condition and using as many components original to the car as possible. EXU models with all the correct parts are rare today. Not just because only 494 were manufactured during the 1949 model year to comply with new US specifications, but also because many owners removed the bumpers and other unique parts that looked different from what a typical TC should look like. I agree, the bumpers do not do justice to the TC lines.

Some of the unique features of the TC/EXU model include: Bumpers; Lucas S700 headlamps to which a US sealed-beam lamp was retrofitted at the dealer prior to sale; Lucas WT 614 horns mounted on the bulkhead; Turn signals; Lucas 482-1 tail lamps mounted on the gas tank; Rear license plate mount; Dash panel layout revised to accommodate Lucas SD84 switch; Gold pearl steering wheel, and Rear view mirror mounter on the scuttle top.





The rudimentary Lucas relay wiring for the turn signals utilizes the brake lamp circuit, causing the side lamps to illuminate when the brakes are applied.

Over the next 5 years the restoration continued. First, the wood frame was rebuilt, using 16% of the original wood that remained in solid condition, many timbers that my grandfather had made in his home woodshop in the 1970's, and the missing ones purchased from the well-known suppliers of today. The panels were fitted, and all except the two front quarter panels are original. Then, with the body set aside, the completion of the chassis and suspension rebuild which was halted in 1970 was completed, using all the original parts except for the typical wear items such as bearings, bushings, hoses, etc. The engine and transmission were next. The head was rebuilt, the block was rebored  $+.040$ ", and the crank, which had previously been reground, was within tolerance and left alone. The gearbox was cleaned and checked for tolerance. Only the bearings needed replacement, along with a new clutch. All chrome was sent out of town for replating, but due to the Covid shutdowns and subsequent backlogs, it took an inordinate amount of time to get the

chrome work completed and the body panels painted.

In the meantime, all fasteners new and old, of which approximately 90% are original, were replated in cadmium as originally supplied at the factory. All the components, of which approximately 85% are original were cleaned, rebuilt, tested, and made ready for reassembly. The dash was rebuilt by the expert hands of Craig Seabrook at Whitworth Shop, and the interior, top, and tonneau were supplied by Tom Wilson at Kimber Creek, Ltd. using his expertise in matching the modern materials to the exact look and feel of the ones originally supplied by the factory. Doug Pelton at From the Frame Up was an invaluable resource with advice, knowledge sharing, and sourcing of otherwise unobtainable original parts. All other work was done by my father, my son and occasionally my daughters, and me in our home garages. Of the several restorations we have completed, this one was the most accurate and meticulous by far.

Christmas 2023 was a special Christmas in our home. A restoration that began in 1967 was finally complete, and a beautiful TC was driven and enjoyed by all.



## Taking the TC on Tour

Plans were soon made to attend the April 2024 CMGC GOF South LVIII in Crystal River, FL. Many of my father's MG friends knew about the TC hidden in his garage, but this was the first time it made a public appearance. Like me, several of his friend's sons and daughters were there with their families' MG's. We were humbled and pleasantly surprised with the "Best of Show" award, as voted by over 80 members who all had their spectacular cars on exhibit.

Afterward we were encouraged by several club members to submit applications to other well-known shows and concours d'elegance, such as The Amelia, where MGs had a strong showing a month earlier. Having been to some of these events in years prior, I felt it would be an exercise in futility. The cars selected to participate in those shows are the best in their category, meticulously restored by professionals, or in more unique cases amazing preservation class examples.

Undeterred, we prepared our application, summarized the unique story of our TC, and hit the send button. A few months later came the email every car enthusiast dreams of – a letter of acceptance! Luckily, there was not much that needed to be done. We planned, cleaned, packed some spare parts because we would drive the road tour on Friday before the Concours, and headed to Amelia Island for the events. Unfortunately, my father was unable to attend; but

my wife, who had endured many "lost weekends and evenings" while I was enjoying my garage time, was looking forward to the weekend's events.

The road tour as planned this year resulted in a 95-mile drive along some of north Florida's most beautiful coastal roads. Arriving at the staging area in downtown Fernandina Beach was surreal. The quality and variety of cars participating was something I had never been a part of. This was the big leagues, we were amongst some of the best cars ever designed, built and driven or raced, many with impeccable pedigree. I could only imagine what we would be up against at the Concours. The TC performed flawlessly during the tour. Our only inconvenience was being the lucky car to find a large

screw on the road, and of all places at the start of the short interstate highway section of the route. This was our chance to test the original jack and tool kit. All performed as designed and twenty minutes later we were back on the road catching the tour at the next stop.

Heavy rains were forecasted for Sunday, similar to last year where it rained all weekend. However, Saturday was expected to be clear and sunny, and the organizers chose to move-up the Concours to capture Saturday's great weather. This left little time to clean and prepare the TC from the day's tour, and much less to repair the flat tire mounted on the spare carrier. If the car wasn't in pristine condition, at least we had a good story to tell.

The class was Sports and GT Cars Pre-1955. This included Triumph, Jaguar, Porsche, and a very nice MG TB. The judges came, the TC's story came to life, and the judges went on to interview and inspect all the others. The next several hours were spent talking and sharing the car's history with the many visitors that stopped to inquire; and naturally waiting for the final outcome.

We were very pleasantly surprised seeing the "Best in Class" blue ribbon get placed next to the green road tour ribbon on our TC! After of few minutes of "pinch me to ensure I'm not dreaming" we were in the car lining-up for the awards presentation in the winners' alley. We were living an event seen many times happen to others; and never thought of it happening to us and our TC. We were surrounded in a group of the most beautiful, unique, and rare cars ever made. The 58 years of patience, and hard but enjoyable family work, had paid off in a most magnificent way.



# Best In Class

Race Cars  
Post-War  
1946-1955

1949 MG TC  
Roadster  
*Glen and Jill Moore*





We have attended the Amelia Concours d'Elegance over a dozen times as spectators. It is an outstanding experience, a world-class event. At any car show, an exhibitor has two choices: touring the entire show and enjoying all the cars; or to stay at your car, representing the car and telling its story to spectators. It is more fun and educational to tour the show. However, our goal is to share the history of MG as a sports car and a race car, so staying at our car is the only option.

• *Which car did you bring?*

Rarely has a postwar MG graced the show field, except for some one-off specials. To increase our chances, we submitted two of our MG TCs. Amelia invited both. We decided to take the preserved car, with all its blemishes, because of the extensive, documented racing history. Robert Fergus raced this car successfully winning 11 of 13 SCCA races in 1953.

• *What did you win?*

Winning was being invited. It was an honor to be able to

represent MG on the show field. Rain began so we covered the car and headed to the hotel. When we returned, there was a blue ribbon hanging on the radiator cap. The TC had been judged Best in Class. The award is beautiful and unique, a stylized sculpture of a classic car on a base of granite. (Unfortunately, because of the rain) the most important photo opportunity for a winning car was squashed. The winning owners were corralled into an area and winners walked up to the award presentation.

• *How much time have you and your wife, Jill, invested in the car?*

Many, many hours have been invested to have the car presentation ready. As we think back to all the different activities, the two of us must have spent over 1000 hours. We found this TC in the back of the *Sacred Octagon* multiple states away. Mechanicals and appearance were, of course, a major time commitment. Then, the decision to present it in a preserved state, rather than restored. We chose to bring it to the setup which it raced at the Watkins Glen Grand Prix in 1952. Research was a major time commitment.



(Among painstaking research) two full days were spent in the International Motor Racing Research Center (IMRRC) in Watkins Glen. People who knew this car and knew the owner, Robert Fergus, were located and interviewed by phone. It all started to come together, slowly

• *Explain a bit about the judging, and what made your MG stand out.*

Every judge uses a judging form provided by the Concours organizer, but each has specific items that are important to them. Some check to make sure everything works. Who cares about a working clock in a race car? A judge may. The final preparation after the invitation must have been 150 -180 hours. The presentation of the car is an important aspect of the judging. An off-the-cuff answer to the question, "Tell us about the car", will not cover the most important points in the minute and a half one might be allowed.

Documentation is required it must be concise and brief and only contain information on that specific car.

• *Allard vs MG?*

We were fortunate to have two expert judges: Lyn St. James focused on the racing history and Kim Barnes closely examined every part of the car, even twisting herself so she could see under the dash. Just the opportunity to spend time with these two people was worth the work to get to Amelia. The road racing history of the car, the owners' knowledge of the car history and road racing history, and the owners' knowledge of every part of the car are what caused the judges to select the MG TC as Best in Class, Race Cars 1946 - 1955. Sitting right next to the TC was a beautiful, freshly restored, perfectly and professionally prepared Cadillac Allard. The J2 Allard is significant in the early history of road racing and the car sparkled with no visible blemishes... but it did not have the racing history of the MGTC.



• *What was The Eight Flags tour like?*

One of the reasons to own an MG is the experience of driving it. And, what better way to share MGs with the world than driving it where people line the streets to see the cars in the drive? It ends in downtown Fernandina Beach, allowing many who are unwilling or unable to spend the \$175 day-of-show ticket to view the cars. Over 60 cars started the Tour, less than 10 finished in downtown due to a driving rainstorm.

• *Anything else you'd like to add?*

Encourage other T-Series MG owners to begin thinking about showing their cars at events that bring people unfamiliar with MGs. We will attend GOF South and GOF Central this year, important and enjoyable events. But, if we only share our MGs with other MG enthusiasts, our hobby will die with us.

• *What was it like on the show field?*

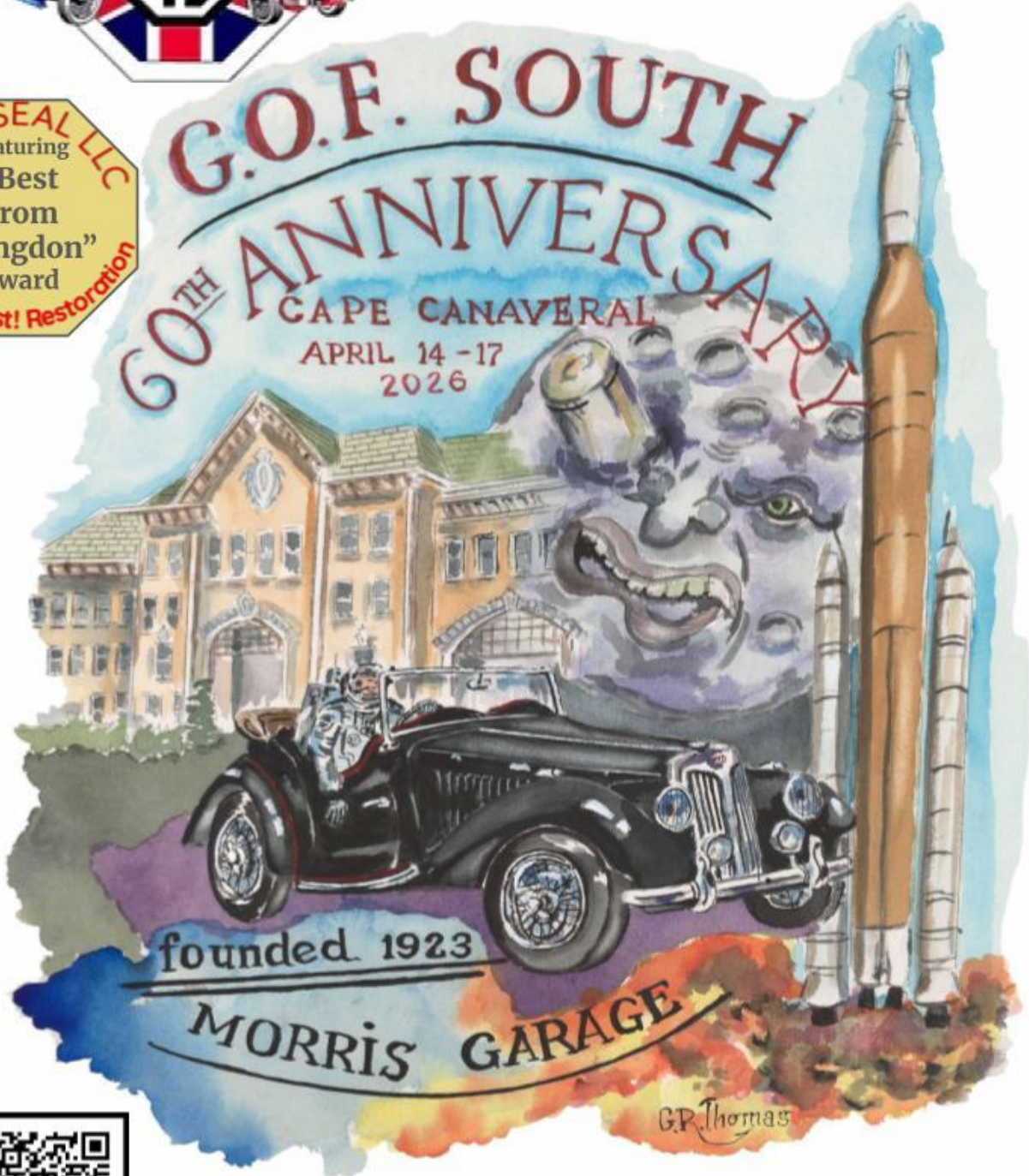
My little MG pulled off a David and Goliath feat in the European Classic Open 1915 - 1948 by receiving a Class Award. Dana Mecum's 1947 Delahaye won a special award, plus Best in Show.

• *How long has it taken you to prepare the car, and then approximately how much more time to prep for the show?*

# 2026 GoF-South



You are cordially invited  
to join us...  
"It's an MG Holiday!"



Hosted by:  
**The Classic MG Club  
of Orlando**

..... [tinyurl.com/gofsouth2026](https://tinyurl.com/gofsouth2026) .....



April 2026

Classic MG Club of Orlando

# Other Events of Interest

## SAVE THE DATE



Hosted by: The North American Council of MG Registers

**AUGUST 24-27, 2026**

**SHORES & ISLANDS**<sub>OHIO</sub>  
CEDAR POINT • SANDUSKY • PUT-IN-BAY

**Sandusky Kalahari Resort**



## AN ALL MG EVENT



**Kalahari Resort**



**Close to Lake Erie**



**Islands Cruise**



**Local Self Drives to interesting places**

We invite the MG Family to our five-year event to celebrate "The Marque of Friendship" The link below will be open in mid-December, 2025

[www.MGInternational2026.org](http://www.MGInternational2026.org)

*Web Site will be up mid December*





**North  
American  
MGB Register**  
**NAMGBR.org**

Join Now

# Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at <http://www.namgar.com>, or contact [registrar@namgar.com](mailto:registrar@namgar.com).**



[Click here for more info](#)

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: <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.

## This month's End Shot...

This card is from Reinout, in Dutch, says "Congratulations with your Birthday" on a license plate holder of a MGTD. The card was published by Marant Cards, a Dutch company, and printed in the Benelux, an economic treaty between Belgium, Nederland (Netherlands), and Luxembourg going back to the immediate post WWII years. The card specifically mentions that it was printed in an "environmentally friendly manner".



See you next month!  
*Keith*

