

The Octagon

The Newsletter of the Classic MG Club of Orlando

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The Classic MG Club of Orlando

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Thanks for Your Contributions

It takes talented people, willing to donate their expertise and time, to make an all-volunteer organization successful. The Classic MG Club of Orlando has been fortunate to have had many people who have a long tenure of contributing their talents. A couple of those have reached retirement.

Paul Plasschaert – Paul has served CMGC as treasurer for 15 years. Fifteen Years! CMGC is probably the only MG club in the world without dues. To keep the club financially sound with no income stream from dues is a large challenge. One which Paul excelled at.

Paul is a true MG enthusiast. He has an MGTF and an MGA, both in red. He restored each car, including bodywork and painting, totally by himself. His wife, Ann, is always a part of the club activities, contributing in many ways.

Paul is retiring from his Treasurer duties, but not as an MG enthusiast.

Al & Kathy Cook – Al & Kathy have served as our newsletter editors for 12 years. They have also contributed by hosting an annual St. Patrick's Day party, some MG Christmas parties, held club offices, and served as the leaders of the activities and drives planning. They have retired from duties as the newsletter editors.

Al and Kathy are always involved, in partnership, in all MG activities and events. They enjoy their special cars - an MGTD, an MGB/GT, and Al's Father's Model T Ford business coupe.

Al and Kathy will continue their love of MGs and social gatherings.

The club is indebted to Paul & Ann and Al & Kathy for their contributions to the many successful club events and their friendship over the past decade and a half. A big THANKS to you all.





Paul Plasschaert with his MGTF and giving advice to club members in his shop.
(Lonnie Cook Photos)





Photo from CMGC Website



Glen Moore Photo



George Butz Photo

Al and Kathy Cook enjoying a club event dinner at the Willow Tree Restaurant, waiting in their MGB/GT to board the Mayport ferry on the drive to Amelia Island, and Al on stage at a GOF.





President's Thoughts

In this time of pandemic and social upheaval, it is one of life's pleasures to see a beautiful MG sitting in the garage. All you have to do is jump in and go. Behind the wheel, you don't need to worry about social distancing or wearing a mask. Don't want to go out, too hot, too wet, all those Florida things that get in the way? There is always something that needs a fix, a tweak, or an oil check (always a good idea with an MG). Our hobby rules.

By the time this is published, our second attempt at our first outdoor event of the new "reality" will have taken place. We should know whether it was too soon or if the club is comfortable enough for another in-person event. If not - we always have Zoom.

Safety Fast,

Mike McCormick

SU Carburetor Tuning Tips

- If your carburetors don't leak, you are out of gas. (This rule is similar to the "MG test for oil").
- The only time your carburetors run properly is when a mechanic is taking a test drive.
- SU carburetors parts are interchangeable. You can replace a faulty part with a new one and the carburetor will run just like it always did.
- When replacing needles, the only parts store with the correct ones will be in Coventry or on a ship floundering in an Atlantic storm.
- When you get the correct carburetor needles, one of them will be bent.
- The universal SU repair Kit will work on all carburetors except yours.
- A float will only have a hole in it if it is Sunday and the parts store is closed.
- No two repair books will recommend the same fluid for the dampers.
- Whitworth nuts and bolts are similar to SAE nuts and bolts except that the shoulders are rounded off.
- Tightening the jet nut will automatically move the jet off-center.
- All levers and jets will move smoothly if (and only if) the carburetor is sitting on the kitchen table.
- MG carburetors are infinitely adjustable. That is, they can be set anywhere from "not quite right" to "totally wrong".
- Despite the above, a weekend working on the MG carburetors is preferable to fixing the oil leak.



(From the Manila, Philippines Sports Car Club, borrowed from the Square Rigger, Chesapeake Chapter, NEMGTR)



The Classic MG Club of Orlando

June 18, 2020 - ZOOM Video Conference



June Meeting Minutes submitted by Jim McSweeney and Carol McCormick

Call to Order 7:00 PM

Attending: *Mike and Carol McCormick, Patrick Raley, Jim McSweeney, Dodie Beach, Paul Plasschaert, Lonnie Cook, Glen Moore, Scott Buie, Richard Payne, Mike and Robin Messina, Pete and Sherri Rogers, Allen and Sharon Wyman*

Old Business

- **The Lake Mary Liberty Park picnic rained out**

Patrick and Carol Raley did not get the cancellation notice and picnicked alone. Patrick reported that the park is an excellent spot for our upcoming event on Saturday, June 27th, rain or shine.

- **NAMGBR Paperwork**

Mike Mc reported we should be members of the MGB Association shortly as the application has been submitted.

New Business

- **Introduction of new member Glenn Wood (Pete Rogers)**

Glenn Wood was not present, but Pete Rogers reported that he owns a 1978 MGB, they have talked on the phone and Pete will meet Glenn in person on Saturday at the Lake County British Car breakfast.

- **Thanks Kathy and Al Cook and Dodie Beach (Mike McCormick)**

Mike expressed the sincere appreciation of the CMGC to Al, Kathy, and Dodie for their long tenure as hardworking, talented editors and publishers of The Octagon newsletter.

- **New Editor of The Octagon newsletter (Glen Moore)**

Glen expressed his desire to have the CMGC membership contribute articles and information of interest to the members of the club. He mentioned Scott Buie's tale of his father's 1954 TF attached to the last Octagon as a prime example. He will also be looking for historical and biographical information from members. His contact email for the Octagon is editor.cmgc@gmail.com. Mike McCormick noted that we might want to have an official Historian named for the CMGC. John Camichos was suggested as a likely candidate.

Glen will be publishing the Octagon, relieving Dodie of this responsibility. Lonnie is also sending Mike McCormick a list of club emails so he can publish the monthly agenda for meetings.



- **NAMGAR Membership (Mike McCormick, Glen Moore)**

The MGA Association membership is almost completed and Mike will be sending it in shortly.

- **Liberty Park picnic rescheduled for 10:30 on Saturday, June 27 (Robin and Mike Messina)**

Mike Messinsa posted reminders online today, 6/19/20.

- **TBD July event Hollerbach's Willow Tree (Paul, Robin and Mike Messina)**

Paul reported that the Hollerbach will now take reservations, but only for 10 people. It was suggested that we might be able to make two reservations. Paul asked for a show of hands as to who might attend this indoor event. Most of those in attendance at the Zoom meeting raised their hands. Robin, Mike, and Scott Buie suggested that the new second floor of the Willow Tree would be the right size venue for our group and would be segregated from the crowded first floor, if the reservation could be made. A mid-afternoon 3:30-4:00 time was suggested by Robin as the restaurant was not crowded when they were there at that time. Those who want to hear the band could stay later and go downstairs if they wished. Patrick suggested that it would be useful if those attending the Liberty Park picnic would contribute to our discussion of this and our other scheduled events.

- **New Classic MG Club Facebook page (Lonnie Cook)**

Lonnie has created a new Facebook page for CMGC at www.facebook.com/groups/classicmqclub. Please see Lonnie's email of Saturday, June 20 announcing the Virtual Car Show. It will include info about our Facebook group, how to join, how to set up a Facebook account, and how to post a photo on Facebook.

- **Discussion of Virtual Car Show using Facebook page**

Scott Buie has created an Event on our new FB page explaining our upcoming Virtual Independence Day Car Show. The Show runs for two weeks, starting Sunday, June 21st, and ending Sunday, July 4th at 11:30. CMGC President Mike McCormick will be the judge, and the prize winner will be announced in the July Octagon and on FB.

- **Other New Business?**

Patrick would like to see us hold a 10 person actual meeting at Carrabas when safely possible.

Meeting Adjourned at 7:55 PM.

Our Monthly CMGC  Meeting Is

Thursday, July 16, at 7 pm

The lobby will be open at 6:30 for

• Meaningless Banter • General Tire Kicking • General MG Merriment

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

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

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





CMGC Picnic at Liberty Park

Story: Robin Messina

Photos: Lonnie Cook

The anticipation and excitement of our MG motorcar event at Liberty Park in Lake Mary finally arrived on Saturday, June 27. This was a long-awaited event after several months of Covid-19 shut down. We had a great turn out of both old and new club members, some arriving from as far as Valrico. It was a great quiet location with plenty of shade and room to spread out for social distancing. At last count there were 5 MGB's, 1 MGB GT, 2 MGA's, 2 MGTD's and several modern cars, in which I am sure the passengers took advantage of that modern technology called air conditioning. It was a hot day.



A few of the members managed to squeeze in a tech session on the installation of a hood (top) and side curtains for a TD. Lonnie was our official photographer of the day, even offering to photograph members and their



cars for the virtual car show. Thank you, Carol McCormick, for providing table cloths and Mike Messina for the great sign at the park entrance.

Hope to see everyone again soon!





OUR NEW FACEBOOK GROUP IS A SUCCESS!

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

Lonnie Cook

Club members asked for a Facebook page to stay in touch, create events, and talk about MGs 24/7. You got it. The new group, "Classic MG Club, Florida", already has 50 members. That's more than attend our monthly meetings!

If you are not in the group, here's what you missed last month: The group promoted the club's Social Distancing meetup at Liberty Park. We asked questions about our cars. We had a two-week Virtual Independence Car Show that was only open to the Facebook group. Members posted dozens of photos and stories about their MGs. And we had a fun discussion about our favorite cars in "American Graffiti."

This month, members will share stories about the history of their MG. Join the conversation.

Click this link to join the group. You will be approved within 24 hours.

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

If you do not have a Facebook account, then you can create one when you click the link.



CMGC Member Bill Wohlfart priming his TF-1500 for paint in 1967. Three owners later, it still belongs to a CMGC member.

Share photos and the history of your MG to our Facebook group this month.



SOCIAL DISTANCING CAN'T STOP US FROM SHOWING OUR MGs ...



Take Your Cover Off And Show Us What You Got !!!

Scott Buie

Show Master
Digital Graphics
Designer

Mike McCormick

Head Judge
Taker of the Heat

And the Winner Is . . .

The results are in for the Classic MG Virtual Independence Car Show (conducted on the CMGC Facebook page) and the winners are Mike and Robin Messina! The field of entrants was of very high quality and the judging was difficult, but in the end, only one could be chosen.

The contest prize, a 500-piece puzzle entitled *Octagon Garage*, features old MGs in an English countryside repair shop. The puzzle will be presented to Mike and Robin at their home on Sunday, July 5th.

Thank you to everyone who participated. Hopefully, this can become an annual event without the masks!

Mike McCormick



MG Calendar of Events

Note – The club events for 2020-2021 were planned prior to the restrictions imposed on gatherings due to the pandemic caused by Covid-19. Some events may be canceled or modified in the interest of the health and safety of club members. Email updates will be sent to the members prior to the date of the event with the latest details.

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

Willow Tree Restaurant - July 18th, 3:30 pm *Canceled*

The Willow Tree Restaurant has reopened, but with many restrictions due to Covid-19. Paul Plasschaert worked with the restaurant to find a way to make a club gathering fun and successful. They are limiting groups to a maximum of 10 people and requiring social distancing between people. It would be impossible to limit the size our group and being at a distance is not conducive to good conversation. Paul has recommended that we wait until the restaurant can operate without restriction.



Totally T-Type 2 Magazine

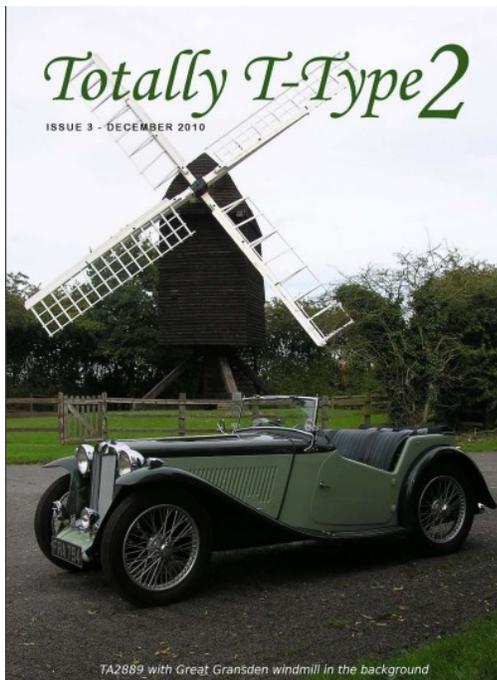
Glen Moore

With more time at home due to the “Stay-at-Home” order, I looked for reading material on MGs. One source I found is the Totally T-Type 2 Magazine, which has been both entertaining and informative.

John James was the editor of the T-Register magazine for the MG Car Club – the mother club in England. In 2010, he decided that he preferred to be fully independent in deciding content and editorial direction. So, he left the position at the T-Register and began his own magazine. Totally T-Type 2 is published every two months, in digital format, with free access to all.

The magazine has spawned a much larger enterprise. John produces some hard-to-find parts, selling them at the cost to produce. An organization of T-Series owners/enthusiasts, *MG T Society*, evolved from all the comments and contacts from the magazine’s readers. You should add Totally T-Type 2 to your online reading list – links below.

In the first TTT2, August 2010, there is an article by Doug Pelton, proprietor of From the Frame Up, an MG T-Series parts supplier. The article addressed the leak from the speedometer cable connection on the transmission, located at the bottom of the transmission. Ruby, the duo-red MGTC that lives in our garage has always had a pool of transmission oil underneath. Many attempts to correct the issue were all unsuccessful. Then, after reading Doug’s article, ordering and installing his modified speedometer pinion housing, there is no puddle, no drips. Many thanks to John James and Doug Pelton.



<https://ttypes.org/>

<https://ttypes.org/archive/>



Solving the Gearbox Speedo Pinion Housing Oil Leak

Doug Pelton



During the course of the 4-year restoration of TC7670, there was great care taken to eliminate any of the problematic oil leaks common to the TC. So, it was devastating to find oil on the garage floor shortly after the “rebirth” of the car. Now, where was the oil coming from? Rear axles, differential, engine, brakes, where....? What, the speedo cable! How can this be? Although this particular leak does not get the same widespread attention as the other common oil leaks, it remains one of the most persistent. And, it not just isolated to the TB/TC. It is also common to the TD & TF gearboxes as well. This is because



of the common design between each of these gearboxes. But, why does it leak? The problem lies within the speedo housing. The housing was machined to a close tolerance to accept the

speedo pinion shaft and retard any leakage. In order to preclude any further leakage, the housing was also machined with a reverse scroll inside to draw the oil back into the gearbox as the shaft turned. The speedo pinion housing was also made of brass. Because of this, it is softer than the steel pinion shaft and has a tendency to wear quicker. The “reverse scroll” was a common engineering method for our cars and was used in other applications for the same purpose. Examples include the rear axle shaft oil return bushings or the reverse scrolls in the differential pinion cap. As we have now discovered, after 60 years, all of these housings/bushings have worn and the result is continuous “weepage”. So can the speedo pinion housing be replaced? You may get lucky, but the housing is not a readily available replacement item. You might be able to salvage a better used housing from another model car as the housing itself is the same for all models. However, the pinion gears are different. The TC/TB pinion gear is distinguishable by having 9 teeth and is stamped “AA” on the end. The TD/TF pinion gear can be identified by having 13 teeth and are normally stamped “T” on the end of the gears. So check to make sure the gearing is



correct for your car. But if the replacement housing still leaks what is left? After months of different attempts to solving this problem, a permanent solution has been found, which is to modify an original pinion housing core to accept a modern O-ring, deep inside the housing core. These modified housings are now available from FTFU on an exchange basis to help those that are experiencing this habitual problem. This converted

housing will work for the TB/TC/TD&TF. Installation is simply to remove the cable end cap and then the 2 retainer screws and reverse install the new housing with a little sealant around the flange. So there is finally a solution and the days of the dripping speedo cable should now be over. As always, comments are welcome.

Doug@FromTheFrameUp.com



From the Frame Up

Glen Moore

Maintaining our MGs is always an interesting challenge. The main reason the Classic MG Club was formed in 1963 was to provide support to MG owners in Central Florida in keeping their MGs running. This requires technical expertise and a source of parts. One source that I have found for our MGTC is the Arizona-based company, From the Frame Up. Our TC had a rapping sound coming from the speedometer cable. We found that if Jill reached under the dash and held the cable up, the rapping stopped. Solution found! Jill disagreed. So, contacted Doug at From the Frame Up and ordered a speedometer cable. It arrived in an original NOS (new old stock) box, complete with rusty staples. A brand new, 70 year-old speedometer cable. Where he found an original cable is a puzzle to me, but we were pleased to receive it. Jill is happy not to be holding the cable as we drive.



There is a story about the formation of From the Frame Up as a company. Of course, the best teller of that story is Doug Pelton, himself. His description follows.

In 2004, I began the restoration of TC7670 not knowing that the car was, at best, a candidate as only a parts car. Without realizing how much was actually wrong with it, I set my goal to restore the car to factory standards as a personal tribute to the previous owner, my deceased cousin. Unfortunately, I was too far committed when I realized the error I had made. Never the less, I continued on my quest to find all of the correct pieces. My search began with the Moss catalog. However, I began to notice Moss had a lot of NA's listed (not available).



Sometimes I needed a part that was not even listed. The search soon expanded to all of the other MG parts providers. However, the trend continued with easy availability for common high demand items, but difficulty in finding the small bits that are not in such high demand but nevertheless still needed.

Slowly, I was able to find every part necessary to return TC7670 to its former glory. During that process I took detailed notes on where I could locate the small bits or the various sources that produced those small batches of critically needed parts. It has been through this experience that I vowed that others should not have to spend so much time trying to find these items. It seemed only fitting that if I could source many of those needed bits, that others would be able to benefit. I can only imagine that there have been countless well intended MG enthusiasts that actually gave up due to the frustration of not being able to find what they needed.



Today, From The Frame Up has changed the parts landscape by centralizing the availability of MG parts that can best be categorized as "Hard to Find Parts". Our charter is to find or build these eluding bits. Let us know what your needs are. We will help! - *Doug Pelton*

From the Frame Up has become much more than a parts supplier. They have a Newsletter, Tech Tips, MG Service Bulletins, Lucas Training Manuals, How-To Videos on YouTube, and more. There is a wealth of information on their website. Links to their website and to a video of Doug building, testing, and racing a valve cover race car are below. Watch the video - it's fun.

<https://fromtheframeup.com/>

https://www.youtube.com/watch?v=yIvJ_oTqqvo



MG Marketplace

1953 MGTD

1 owner, Cream/w Green Interior. 2460 miles on frame-up restoration completed early 2014. 3 Bow tan stayfast top, full tonneau and side curtains, luggage and driving lights. Portfolio of receipts and over 350 pictures of restoration process. Recently reduced. Tony Geraci, E-mail marton1879@gmail.com or 407-656-7472



1971 MGB

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



1960 MG Magnette

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

1953 MGTD

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



1952 MGTD

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



1954 MGTD

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



1977 MGB

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





fighting hunger. feeding hope.

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

Second Harvest is an efficiently run charity with 97% of contributions going directly to help local people in need. Every \$25 donation can provide 100 meals for struggling families and kids.

Donate Online: www.tinyurl.com/GOF-FoodBank

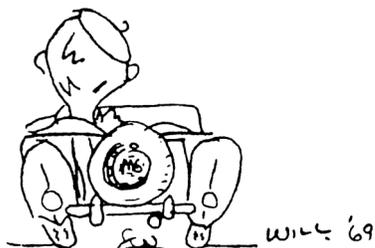
By Mail: Checks payable to Second Harvest Food Bank of Central Florida, 411 Mercy Dr., Orlando, FL 32808

The MG Community is special throughout the world. Thank you for any support that you can give to the Food Bank and to your MG friends who may need help and a kind word.

The Classic MG Club is affiliate chapter and active supporter of:



North American MGB Register



Will Bowden was one of the three founders of the Classic MG Club and was the editor of *The Octagon* newsletter in the 1960's. He ended every typed and mimeographed newsletter with a hand-drawn cartoon. At left is one of his ending cartoons from a 1969 newsletter.

