



The Registry

April 2021

Peachtreemg Registry

The official monthly publication of the Peachtree MG Registry, Atlanta GA

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Up Coming Events

- April 3-Annual Spring Chris Gore Mountain Tour
- April 10-Cecil Kimber Drive
- April 11 PMGR General Meeting via Zoom
- April 18-Ladies Tea via Zoom
- April 21 ORF
- April 3—Annual Wheels Across the Pond, Jupiter, Florida
~~CANCELLED~~
- May 1– Lewes British Car Show
- May 20-23 Amelia Island Concours D'Elegance, Amelia Island, Florida
- June 10-13 Highlands Motoring Festival, Highlands, NC
- June 14-17 MG International, Atlantic City NJ
- August 14 PMGR Annual Picnic-Don Carter State Park
- Sept 4 British Motor Car Day, Cartersville
- Sept 11-Atlanta British Motorcar Fayre, Norcross
- Sept 23-26 Columbus Brits in the Valley
- Oct.2 -Southern British Car Show-,Ooltowah, TN TENTATIVE
- Oct 2– GSBCC Britfest at The Market Common, Myrtle Beach, SC
- Oct 19-21 Fall Tour to Greenville, SC

Don't forget to Renew Your Membership



North American MGB Register



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APRIL 2021

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 April Fool's Day	2 Good Friday	3 Annual Chris Gore Mountain Tour
4 Easter	5	6	7	8	9	10 Honor Cecil Kimber Drive
Caffeine and Octane						
Sunday Car Worship						
11	12	13	14	15	16	17
PMGR General Mtg, 7PM, 6:30 social						
18	19	20	21 ORF	22 Earth Day Mitty	23	24
Ladies Tea/ Coffee 1PM				Mitty		
25	26	27	28	29	30	



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Membership renewal period

Jan 1st to Mar 31st.

Memberships expire Apr 1st.

During the membership renewal period, you should see a renewal icon when you hover your cursor over your name where you log-in on the website. Click on that to renew online with PayPal.

If you want to renew earlier or later than the renewal period, follow these steps:

- Log into your PayPal account.

- Select "Send Money."

- Where it says "Email," enter:

peachtreetreasurer@gmail.com

- Follow the prompts and both you and the Treasurer will be notified of the payment.

If you prefer to renew by check, send payment to:

Peachtree MG Registry

c/o Larry Norton

2515 Wild Iris Lane

Dacula, GA 30019-2098

Find Us on YouTube

<https://www.youtube.com/channel/UCzpUQ2q-HkGoLwwgquarewPw>

Call our Phone Number

(866) 279-9728

Classy in my Classic!

By AvivA Hoffmann
President, PMGR

Spring has finally arrived and has brought with it some great driving weather. It's wonderful to see small outings return among our members. Be sure to follow the club's Facebook page to live vicariously through fellow members – and – to post and brag about some of your own adventures. <https://www.facebook.com/groups/209263343823600>

Now that all adults are eligible for the COVID-19 vaccine, I am optimistic we'll get more opportunities to attend scheduled events. Be sure to check on updates listed in our informative newsletter and on our club's calendar of events online at peachtreemg.com.

I had the pleasure recently of joining a few club members on a Drive & Picnic! While a bit on the cold and cloudy side, this event was a lot of fun. It was great to get out and see some of you face-to-face! Thanks to Erich Starzinger for organizing the event, and meeting up with us for lunch, after having unexpected car trouble.



One of our stops along the way, organized by John and Penny Scarpucci, was at the Smith-Gilbert Gardens. Even at the beginning of March, there were quite a few plants in bloom, and plenty to see. We didn't miss a thing, because we had our very own tour guide, Lisa Bartlett/Skaggs, the garden manager. She graciously led our group through the house on the grounds and throughout the surrounding property - pointing out distinct plants and telling us interesting stories along the way. I know my family will make plans to visit again - especially when more plants are showing off their beauty. Lisa recommends returning in May to see the most blooms. If you're interested in this gem, here is the website for more info. <https://smithgilbertgardens.com/>

Meanwhile, I hope to see you all this month at our next virtual **General Meeting on Sunday, April 11 – once again - beginning at 6:30 p.m. for socializing, business at 7:00 p.m.**, and a game following that. I look forward to the day when we will hold our meetings again in person; however, the virtual option is a great substitute right now. Be sure to attend and participate in this important club ritual.

As always, please contact me about any club matters on your mind.

Safe spring travels and Safety Fast!



Meeting Minutes

PeachtreeMG Minutes

March 14, 2021

Meeting was called to order by AvivA Hoffmann.

Old Business:

VP report - Blake discussed the August 14th picnic at Don Carter State Park on Lake Lanier. It will be a 'bring your own lunch'.

Treasurer and Membership reports - Larry stated we had one new member in the past week and renewals are slowly coming in. We are at 81% renewals from last year with 129 renewed and 9 new members for a total of 138.

Treasury balance is good.

We need to distribute the business cards to the membership.

Tech Session report - Reinout discussed the tech sessions. It was felt that the MIG welding session went well and can be viewed on YouTube (<https://www.youtube.com/watch?v=slpX8U3hqPQ&t=283s>) There are favorable comments about the Zoom Tech sessions. Possible future topics are the electric system and alignment. Another idea for a tech session from Paul is to go through the boxes he acquired when he bought his MGB.

Regalia report: If you are ordering from Land's End, it is worth calling them to make sure your colors mesh. They are very accommodating and helpful.

Our Social Media on Facebook has been active. Kathy has also agreed to phone new members to welcome them into the club.

Shout out to Erich for the drive and Smith Gilbert Garden visit.

Our charity is N. Georgia Mountain Food Bank. The Cheij's will facilitate the charity for this year.

New Business:

The Dunwoody July 4th Parade/picnic will happen on Monday, July 5th. Paul and Barbara have invited the club members to their house for a picnic after the parade. It is bring a side dish and BYOB. RSVP to Paul.

John and Penny are starting to plan a drive to Mt. Vernon, VA for Spring, 2022. It will involve a tour of the estate. The tour is limited to 20 people. Tentative plans are to take 2 ½-3 days to travel there, one day touring Mt. Vernon and 2 ½-3 days return.

Reminder to contact Dillard House for 2022 to start planning.

MG 2021- There is a North Carolina group and a Florida group going that people can "hook up" with for travel. It is recommended that people visit the Simeone Car Museum in Philadelphia.

Saturday, April 10th, Reinout is planning a drive to honor Cecil Kimber. The drive will conclude at a beer garden to celebrate with Birthday Cake.

Columbus is scheduled for September 16-19. There is a drive and lunch scheduled for Friday and the car show on Saturday. Dinner and awards will be Saturday evening. The return trip north will include a stop at Callaway Gardens.

Spring Tour is scheduled for April 3rd. Contact Bart Miller. See the website for more details.

The Triumph Club is doing a drive to the Left Nut Brewery from Roswell. No other information mentioned.

Cars and Coffee should be starting in Athens.

A plaque was made to give to The Dillard House because of the wonderful experience we had last September. It was suggested that the delivery is made during an ORF run.

The game was postponed until another meeting.

Meeting adjourned.

Celebrate

Happy Birthday!!

We would love to recognize your birthday, anniversary, or other happy occasions.
Please email me at newsletter@peachtreemg.com.



4/1	Donald M Laughran
4/3	Hunter, Susan
4/5	Warren J McCluer
4/8	Jim Graves
4/16	Nancy Carter
4/16	Amy Simpson
4/19	Vicki Whiting
4/24	Judy Rossi
4/25	George Hussey
4/26	Jay Levy
4/28	Charles Birchfield
4/29	Danny Beeson



5/2	Jennifer Zavorski
5/4	Vanessa Dubuc
5/9	James Goldmeyer
5/12	Dennis T Van Huss
5/13	Kathy George
5/16	Jay Franklin
5/19	Don Prince
5/20	Jacob C Perry
5/26	Debbie Peck
5/27	Andrew Rubino
5/27	Arthur J Thompson
5/27	Tom Nadelhoffer
5/28	Carolyn Walsh
5/29	Richard F Webb



MG NORTH AMERICAN COUNCIL OF MG REGISTERS

North American MG Register
www.namgr.org

ATLANTIC CITY 2021

MG INTERNATIONAL 2021
ATLANTIC CITY, NEW JERSEY
14 – 17 JUNE 2021

THE REGISTRATION WEBSITE IS NOW LIVE

How to Reach PeachtreeMG Registry

We have a phone number!! If you need to get in touch with any of the officers in the club, you can either email them or leave a message on our voice mail. Your call will be directed to the proper person. Keep this number handy!

(866) 279-9728

YouTube

We now have a YouTube Channel!! We will be putting the Tech Sessions on our channel. Make sure you “Like” and subscribe to our channel.

Go to <https://www.youtube.com/channel/UCzpUQ2q-HkGoLwwgqurewPw>

Wanted

1. Photos of your children/grandchildren in your LBC.
2. Stories with photos about your cars. Wouldn't you want your car to be the Cover Girl of the Month?

Membership Reminder:

Your 2020 membership ends April 1. If you wish to continue to received our newsletter, please renew your membership TODAY. Go to the website for more information: www.peachtreemg.com

April Drives

April 3rd-Chris Gore Mountain Tour - Contact Bart Miller for more information

April 10th-Honor Cecil Kimber Drive. Contact Reinout Vogt for more information

April 21-ORF-see article. Contact Tom Nadelhoffer for more information.

PMGR Event

More News

Annual Chris Gore Mountain Tour

Saturday, April 3– 9:00 AM-3:30 PM

1167 Mill Creek Trail, Cleveland, GA 30528, home of Carolyn & Bart Miller

Caution and a request to honor: The speed limit in their neighborhood is 25 MPH

10:00 AM Picnic Lunch - bring your best picnic lunch, lawn blanket, and/or chairs and dine with us on the front lawn. This also allows everyone time to stretch and have access to a bathroom before we head off for the drive.

1:00 PM - after lunch the tour will start after a brief driver's meeting. This year's drive will be another traditional drive over the backroads of the North Georgia Mountains; There will be driving paces available to meet all appetites.

Some of us in the Atlanta area are leaving early that morning, assembling at Starbucks located at Mansell & Rt 9 (Alpharetta Highway) at 7:30 AM and leaving at 8:00. We'll be driving to Dahlonega and stopping at Chick-fil-A around 9:00/9:30

Hope to see you there!

Cecil Kimber Birthday Rally

Saturday April 10

PMGR Event

As you probably know, Cecil Kimber was the first general manager of the MG Car Company. He lead the transformation from a Morris dealership, first to The Morris Garages Ltd., and later to the M.G. Car Company. Cecil Kimber sadly died in a train accident on February 4, 1945 on London's King Cross Railway Station. Cecil Kimber was born on April 12, 1888 and to celebrate this we invite you to the first Cecil Kimber Birthday Rally on **Saturday April 10**.

The details are still being worked on, but this we know already.

- **10:00 am** We'll meet at the QuickTrip on 3317 Lawrenceville Hwy in Tucker, GA. From the perimeter, I-285 East, it is about one mile in Northeast direction from the Lawrenceville Hwy. exit, which is Exit 38.
- **10:15 am** Drivers Meeting and start of the drive. Everybody will have a set of instructions and a few questions to answer along the way. The drive is about 2 hours, 35 miles long, with a stop at a park, with a restroom, for a small activity .
- **12:30 pm** Finish at the Tucker Brewing Company in Tucker. We'll be outside, at a couple of picnic tables in their large beer garden, for lunch (kitchen on site) and to sample an excellent German style beer. And... we'll have a Cecil Kimber birthday cake for dessert.

More News

Brits in the Valley (New Date)

PMGR Event

Unfortunately, the date for our Brits in the Valley, Columbus weekend had to change, due to an unexpected and previously unknown scheduling conflict at Columbus State University, where the Saturday British Car Show takes place. Everything else remains the same, except the **new dates are September 23 - 26**, as you can see in the announcement elsewhere in this newsletter. Please take a look and we hope that you will put it on your calendar to attend.

That means we are now getting serious about getting it rolling. The ad-hoc committee, formed in the December Zoom Club Meeting consists of president AvivA Hoffmann, vice-president Blake Aasgaard, past-president Dan Bosso, Jim Walton (from Columbus) and myself, Reinout Vogt. We are planning to go to Columbus in the next week or two to meet with the people at the Marriott hotel, the Columbus Convention & Visitors Bureau, and University Events Support.

Please consider helping with the many different tasks to make the event happen. Activities like registration, show field layout and preparation, ballots and show scoring, awards, and many others can use assistance and expertise from PMGR members. Please call me at 847 342 9804 or email me at reinoutvogt@gmail.com if you have any question about the event or if you'd like to be involved with the organization.



Garages

I'd like to put photos of your garage in next month's newsletter. Please send me a minimum of 3 photos showing your garage, with or without vehicles. If you want to include an article, even better!



Highlands Motoring Festival and Classic Car Show

June 10-13, 2021

Highlands, NC

<https://highlandsmotoringfestival.com/>

The Lewes British Motor Car Show

May 1, 2021

After a year-long postponement!

Please Note: This event is contingent on the state's Division of Public Health's approved plan that is in process and any future restrictions that may be mandated prior to the event.

The Lewes Chamber of Commerce and British Car Club of Delaware, Inc., is Celebrating 25 Years of the "British are Coming – Again!" Motorcar Show - 1996 – 2021.

The event is open to all British automobile enthusiasts many coming from the mid-Atlantic region such Delaware, Maryland, Pennsylvania, New York, New Jersey, DC and Virginia. This event offers an excellent opportunity for you to meet other British motorcar devotees. Registration before May 1st is \$25 and \$35 day of show. Spectator admission is \$5. Great food and beverages available from "Grain on the Rocks" Restaurant.

This event offers an excellent opportunity for your company to be visible to British motorcar devotees. We are asking for your generous sponsorship.

- Please add us to you events calendar for 2021.
- It would be greatly appreciated if you could make a donation a British motoring enthusiast would like, such as automotive tools, mechanic's gloves, cleaning supplies, or other automotive accessories that would be given away as door prizes. All items must be **in hand by April 27, 2021 to my address below.**

Show Date: Saturday, May 1, 2021

Place: Cape May – Lewes Ferry grounds, 43 Cape Henlopen Dr. Lewes, Delaware 19958

Time: 11:00 AM to 4:00 PM

Eligibility: British cars manufactured years 2000 and earlier

Awards: To be determined based on total entries of the varied British Marques.

Pre-registration: Available through [Eventbrite](#). (on-line only)

Contact: Betsy Reamer

Phone: 302-645-8073

Email: inquiry@leweschamber.com

Web Addresses: <https://www.leweschamber.com>

<http://bccdelaware.org>

[Visit us on Facebook](#)

The Lewes British Motorcar Show celebrating 25 Years of the "British are Coming – Again" - 1996 – 2021 is one of the first shows of the car show season.

Thank you for your continued support.

Terry E. Young

Sponsor/Vendor Participation Coordinator

193 Connie Lane, Dover DE 19901

terryyoung224@me.com

(302) 632-6997

PMGR Event

**Brits in the Valley
Columbus, GA - Sept. 23-26, 2021**

Attention!

New Dates

Following the very successful first Columbus British Car Show in 2019, the Peachtree MG Register is getting ready for the 2021 edition. We have plans to make it bigger and better than before, with more space for social distancing and activities for all tastes during the whole weekend.

All of us hope that by the time September rolls around, Covid-19 will be manageable and we can enjoy our British cars again. From our side we'll put everything in place to make Brits in the Valley happen safely. And if that isn't possible, we'll do it another time.

Preliminary Program (details and registration to follow)

Thursday September 23

Ice Breaker, drinks and dinner to kick-off the weekend

There are several interesting museums in Columbus for early arrivals, incl. Ma Rainey Blues, Columbus Art, Civil War Navy, National Infantry, and several more

Friday, September 24

Driving Tour through Georgia and Alabama with a lunch stop

Dinner in downtown Columbus, just a block from the Marriott Hotel

Stroll over to Broadway and stop where you like or make reservations together with new or old friends

Saturday, September 25

Carwash at the hotel

Car Show at the Woodruff Park, along the Chattahoochee River

Explore Columbus, guided tour with a stop at the Ma Rainey House & Blues Museum

Banquet

Awards

Sunday, September 26

Breakfast to go and departure

Grab a complimentary juice, coffee and some bakery goods before hitting the road early, finishing up with the museums, or joining a caravan back to Atlanta with a stop at Callaway Gardens

Columbus, and the location of the Marriott hotel, is very family friendly with interesting and fun things to do for all ages, incl. the downtown Whitewater Express with kayaking, tubing, and a zipline across the river into Alabama. So, please bring children, grandchildren, teenagers, and friends of all ages.

Please know that you are welcome to join us at any time or just for one day or event, if you are not able to spend the whole weekend at Brits in the Valley in Columbus GA.

The Fall Mountain Tour XXIX
Hosted by Rick and Marjorie Hartlein

The 29th Peachtree MG Registry Fall Tour will be **October 19-21, 2021**. The destination is **Greenville, SC**. Greenville is an up-and-coming city with lots to do with fun places to eat and drink.

And yes - this time we are holding the fall tour in the middle of the week, not a weekend. The dates were selected to give us the best room rates and minimize traffic. Most of the club members are now retired and many fall tour veterans have told me that holding the event during the week is good for them. And holding it in the middle of October will hopefully provide for some fall leaf color.

We are staying at the **Hampton Inn & Suites, Greenville-Downtown-River Place**, which is right in the heart of things – in easy walking distance to shops, restaurants and bars.

You may book your reservation by clicking on the link below.

Booking Link: https://www.hilton.com/en/book/reservation/deeplink/?&ctyhocn=GSPDTHX&groupCode=CHHMGC&arrival=20211019&departure=20211021&cid=OM_WW_HILTONLINK_en_DirectLink&fromId=HILTONLINKDIRECT

Or you may call: 864-271-8700

Group Name: ATL MG Car Club

Arrival Date: 19-Oct-2021

Departure Date: 21-Oct-2021

Regular King Bed rooms are \$149/night + taxes (15 of these rooms are reserved)

King Bed Studio with Balcony are \$169/night + taxes (5 of these rooms are reserved)

Breakfast is included in the room rate.

There is a \$7/night parking fee.

You must make your reservation by September 3, 2021. You may cancel up to one day before arrival. Your credit card will not be charged until after your stay.

We also have a room reserved where we can gather for afternoon drinks, joke telling, etc.

I will reserve a restaurant for each night so we can dine together as a group.

If you would like to join us, please make reservations now and let me know if you plan to participate.

The general schedule for the Fall Tour is:

Tuesday, October 19: Meet in the morning at a location to be determined on the north side of Atlanta, then take a scenic drive to Greenville.

- Tuesday Night: Group Dinner

Wednesday, October 20: Multiple options:

- Chill out and enjoy Greenville
- Bar-hop
- Hit the shops (arts, crafts, etc.)
- Check out nearby attractions (BMW plant, etc.)
- Wednesday Night: Group Dinner

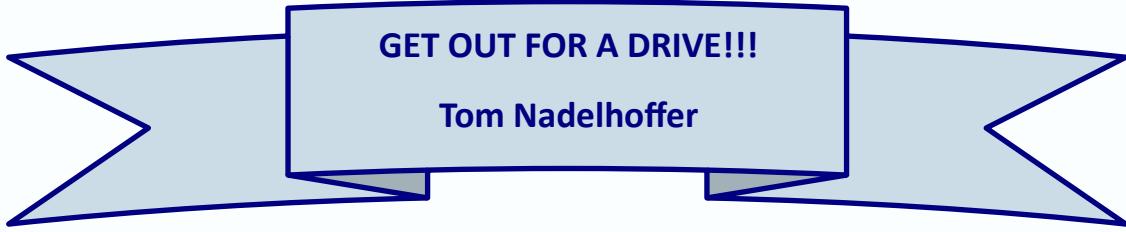
Thursday, October 21: Return home at your leisure.

Stay tuned for further details. In the meantime, if you have any questions about the trip, please give me a call at **404-310-9283** or send an email to hartlein@bellsouth.net.

Please send me an email If you do plan to attend.

See you in the Fall!

Rick Hartlein



GET OUT FOR A DRIVE!!!

Tom Nadelhoffer

Here's this month's recommendation to get out of the house for a self-guided drive and if you are comfortable, a bit of shopping, sightseeing and dining!

March's City of the Month is Dahlonega, GA

Quick Facts About Dahlonega, Georgia

- Incorporated in 1833
- Elevation: 1,450'
- Size: 2.2 Square Miles
- County: Lumpkin
- Population: 8,028 (2020 census)

Official City Website: <https://dahlonega.gov/>

- Easy to get to via GPS services

Dahlonega, and all of Lumpkin County's heritage includes the Cherokee Nation and our Nation's first gold rush, the gold mining and Civil War eras, the founding of Georgia's first Agricultural College now the University of North Georgia and Georgia's Military College. With the gold steeple of Price Memorial Hall erected on the site of the former U.S. Branch Mint and watching over the old college campus, downtown Dahlonega square, and Mount Hope Cemetery, the notable Dahlonega building is one example of the terrific late 1800's architecture and stands tall as one of three gold-topped buildings in Georgia along with Savannah's City Hall and the Georgia State Capitol dome in Atlanta - all gilded with Dahlonega gold.

Dahlonega is well known for festivals and music events like Bear in the Square, Gold Rush Days, Friday Night Concerts and more. Chances are, you may see a cyclist or two this summer on the road training for the largest event for 2021 in the Southeast. This event is called Six Gap Century & Three Gap Fifty and boasts many of the same roads and mountain climbs as the elite Tour de Georgia. The ultra-challenging route takes cyclists up and down six of the steepest climbs in the North Georgia Mountains and takes place the last weekend of September.

Dahlonega and the surrounding area offer many opportunities for outdoor adventure. For the outdoorsy types there's viewing waterfalls and exploring goldmines. Two of my favorite activities are either visiting several of the 8 wineries in the area or enjoying the scenery and mountain curves on the scenic drives.

Check out all the things to see and do, places to eat and stay in Dahlonega and the surrounding area at:

<https://www.dahlonega.org/>

Have Fun and Safe Travels!!!!

Tom

ORF

PMGR Event

ORF TOUR – WEDNESDAY April 21, 2021

The January ORF Tour was canceled because the tour leader (me) was on the losing end of a run in with a log splitter the day before the tour. After a bit of bleeding, swelling and pain I am happy to report my left index finger has almost resumed its normal size/color and most of its functionality. The really good news is the previous cancelation enables me to reuse the itinerary for our MARCH ORF!!!

The MARCH ORF is scheduled for Wednesday, March 17th and of course, it rained. So, we are now planning this ORF Tour for **April 21st**. The starting location will be the IHOP in Dawsonville, GA. We'll be heading WEST thru Ellijay and on to Chatsworth. The comfort stop along the way will be in Ellijay at either a service station, an "apple house" or the city parking lot/restroom in Ellijay. After our run up/over Fort Mountain our lunch stop will be The Village Cafeteria in Chatsworth. I have contacted The Village Café and verified, barring any unforeseen issues, they plan to be open April 21st.

See URL below for menu:

<http://www.allmenus.com/ga/chatsworth/423423-village-cafeteria/menu/>

Our return will be via back roads south out of Chatsworth until we pick up Hwy 136 towards Jasper and then back to Dawsonville.

Below is the proposed schedule:

09:00 – 09:45 – Breakfast at the IHOP, 4117 Dawson Forest Rd E, Dawsonville, Ga

09:45 - 10:00 – Tire kicking in the parking lot with a **10:00 departure**

10:00 – 11:00 – A run thru downtown Dawsonville to Ellijay via Hwy's 53/183/ 52

11:00 – 11:15 - Rest break @ TBD location

11:15– 12:00 – Continue on Hwy 52 up/over Fort Mountain to Chatsworth, Ga

12:00-13:30 – Lunch at The Village Cafeteria

13:30-15:00 – Homeward bound on back roads south from Chatsworth until we pickup up Hwy136 towards Jasper, Ga then across to Dawsonville

There are plenty of opportunities to join/leave the group along the way. Please contact Tom Nadelhoffer if you plan to attend no later than Friday April 16th at either blueb@bellsouth.net or 770-887-8877(h) or 404-402-3004(c). Advise Tom the following:

- Yes you plan to attend and how many in your party
- Do you plan to eat breakfast? Yes/No. If no be there for a 10am departure!!!
- Do you plan to order and eat inside for lunch.
- Order and take out or bring a sack from home? Depending upon the weather there's a city park with picnic tables 2 blocks from the restaurant or you can always eat in your car.

The Third Time is the Charm!



Our Stories

Why Do We Do This?

By
Steve Ratcliffe

Let's talk about the "Car Hobby." Have you ever stopped to think about what it is and why people do it? Have you ever thought about why you do it? To me, the term "Car Hobby," or "Car Hobbyist," has a vast definition. Basically, I see it as including the maintaining, repairing, designing, collecting, and/or generally spending large amounts of time, effort, and money on cars.

I consider myself one of these people, although not as talented as most. I was born with cars on the brain. Yes, I played with cars at an early age, like most boys, but I also could identify makes of cars from the '30s and '40s when I was 4. To me, that's weird, but the truth. So, I've always loved cars and have a nice collection of factory models from my youth as well as too many newer reproductions. I loved washing and fixing up my parent's cars, as well as my own, when I was old enough to drive. I've restored a '46 Cadillac and a '53 Olds Convertible in my younger years, and always did my own mechanical work, initially with knowledge and help from others.

Who are the car hobby people? I have been blessed for over 70 years to have met so many folks who were dedicated to the car hobby. Notice, I say "folks," because some of them were women. These are people who are highly intelligent, talented, and hard working. Some might say these people are

too intelligent and capable to spend their time, attention to detail, and creativity on a hobby like restoring an old car, building a hot rod for show, or re-designing the appearance or mechanics of some old car. Why aren't they using their talents and intellect on space, science, inventing better work environments, or some other such "more worthwhile" activity. Well, some have and some haven't, but that doesn't matter in my opinion. They are enjoying creating memories, improving original production design flaws, or creating a piece of art for themselves to enjoy and for others to appreciate. Some folks even do it just for the intellectual and physical challenge or as an escape from reality and the pressures of family or work life. Since they can, why not take something that has been discarded — or would have been — and turn it into something useful and attractive?

Are these project cars practical? Sometimes. But often, they're rebuilt and/or maintained with **LOVE** — love for a particular car due to looks, history, fun to drive, the challenge, or simply the fun of working on a creative project. There is nothing wrong with making something purely for the fun of showing off your abilities or interests to people who can appreciate them. It's rewarding to get the praise of peers and others for the time, effort, and talent displayed. The car hobby gives us the opportunity to have a channel — a "tool" may be more fitting — to

gain the positive feeling we all need from inside us and from others.

I like the fact that many “Car Guys” lend their talents to help others with their projects and challenges. This is such an important part of the car hobby. Without it, people like me in the ‘50, ‘60s, and ‘70s may never have gotten involved. But it’s also critical today, because there are too few professional mechanics who can troubleshoot and fix a truly “mechanical” car. In fact, I’ve had too many people — even mechanics — ask me what kind of car my MGB is. Car guys probably have more nuts, bolts, washers, wire splices, repair kits, common trouble replacement parts, and troubleshooting tools than the average modern car garage does. Modern mechanics are taught how to use computers to troubleshoot problems and remove and replace parts, instead of taking failed components apart and repairing them.

Have you
seen this?

Helping others is another part of the “car hobby” many people enjoy. The camaraderie of working on a problem with others can be fun and rewarding for all involved. It also helps to have a “second set of eyes” on a problem to help with the diagnosing. Sharing of talents is rewarding because it helps people get to know each other better, let alone the knowledge benefit and cost savings such activity can provide.

Thanks to all of you who are car hobbyists. You are important on many levels and the time we spend together is irreplaceable.

Originally written and published for ***The Connecting Rod*** newsletter for Corvair Atlanta, Inc., March, 2021



MG Travels to Towns in Georgia Named After Presidents

Jack and Kathy Orkin

We recently took a drive to Washington, GA, the fourth in our series of drives to towns in Georgia named after Presidents. Under its original name Heard's Fort, Washington was briefly designated as the state capital during the American Revolutionary War. It is also noted as the place where the Confederacy voted to dissolve itself, effectively ending the American Civil War. Previous towns named after Presidents visited include Jefferson, Madison, and Monroe.

With several days of rain ending and a forecast of no rain and much warmer temperatures, we decided it was a good opportunity to get out and exercise our cars. Meeting Reinout and Henneke Vogt and Oliver and AvivA Hoffmann at the Snellville QT, we were soon cussing both the weather forecasters and our sanity. It wasn't raining, but it was very foggy and much colder than forecast. It has been said that economists and weather forecasters are the only people that can be wrong 50% of the time and still keep their jobs!



Taking mostly backroads, it was a nice drive except it was hard to sightsee due to the dense fog and it was quite chilly. Maybe we should have stayed in our nice warm beds! However, about two hours later, just as we were arriving in Washington, the fog and clouds parted, and the sun came out. It felt 20 degrees warmer in just a few minutes!

We had lunch outside at Maddy's Public House in the historic Fitzpatrick Hotel. After lunch we visited several stores around the square and enjoyed the sunshine. Several people came up to us and asked if those were our cars, where we were from and thanks for visiting Washington. I guess it was obvious we were not from around there!



Continued on next page

After our visit, we were back on the road and it was just a gorgeous day for MG traveling, so much different from just a couple of hours earlier. We made a combined comfort and shopping stop at Odd & Ends, a long-time fixture in Bishop, GA. The lady that owned the place knew exactly what our cars were as she and her husband had previously owned a TR4.



After getting comfortable, it was on to the final leg of our trip – for dessert! We ended the day at Berens Frozen Custard (Best Ice Cream in Atlanta 2018 by AJC and Best of Gwinnett (2015- present) at the Rail-yard in downtown Grayson. After satisfying our sweet tooth, we all made our way home. Stay tuned for the next episode of MG Travels to Towns in Georgia Named After Presidents!



Another trip in North Georgia

Filmed by Jack and Kathy Orkin

<https://www.youtube.com/watch?v=Om3UR1jwnA8>

March 6th Picnic Ride

Blake Aasgaard

On March 6, 2021, the skillful efforts of our very own Erich Starzinger, John Scarpucci and his wife Penny, provided us with a great opportunity to explore some local treasures during a morning drive in-and-about Cobb County, Georgia.

We started our morning at the Marietta Diner on US Highway 41, in Marietta. We then progressed through some of the more historic parts of Marietta that had recently been refurbished with craftsman-style homes.

We slowly drove along the northern border of our Confederate Cemetery, which provides for the best views of this revered site, with the carefully tended resting places of our Veterans, the beautiful stone walls, and manicured lawns. Mr. Starzinger then coursed our members along, and through, the majestic Kennesaw Mountain National Battlefield Park, and thence, on to the Pine Mountain Road, and the Smith-Gilbert Gardens.

Scarpucci being a well-respected name in the Camellia Society, arrangements were made for our members on this excursion, to benefit from a detailed tour of the gardens upon our arrival.



Our gregarious group assembled just prior to departure from the Smith-Gilbert Gardens.

Our personalized tour was led by none other than Lisa Bartlett, the Smith-Gilbert Gardens Manager, and a close acquaintance of Mr. and Mrs. Scarpucci. The Botanical Gardens of Kennesaw, The Smith-Gilbert Gardens, lies nestled within a rich history complimenting this blooming municipality, and retains a wealth of both flora and fauna, which certainly rivals many cities of much greater population.

We had a lovely tour, socialized for a few moments, and then cast our fare-thee-wells to the gardens.

Approaching the time for personal re-fueling, we proceeded directly thence and toward the Dry County Brewery, where Mr. Starzinger had already arranged for our group to be received, with places to set our

own foodstuffs in picnic fashion, on picnic tables.



Our President's family, demonstrating the very finest course in the coursing of your courses for a picnic lunch.

Again, we found the site was welcoming and pure enjoyment with food, drink, and the camaraderie of like minds.



I believe this to be an ancient species of Camellia, long-since petrified, and now home to a very-well-respected family of Wood Dwarves, though only for the previous 948, or 1275 years, by local report.

Karyn Aasgaard and her Colonel, enjoying the bounty that is wonderful food, wonderful friends, and wonderful cars.





"LESSONS LEARNED FROM MY MGs"

Recently, I paused to consider "why we name our cars"? Your answer might be more complicated; but, for me perhaps it's just "*personal identity*". Our cars, whether British or not, become part of life in a way that's very personal. Many *precious memories* are connected to them. Each of those memories have become special to ourselves and our families. So, we name them. That's what I've done in each of the eight Episodes that I will be submitting over the next several months for our clubs monthly Newsletter. Each Episode is identified with a specific British car named for a special moment in the life of its owners. Joyce and me.

While I've owned many MGs, I chose only eight about which to write. This series comes from the life lessons I've learned through the purchasing, refurbishing, owning, and joyfully driving a number of MGBs and a TD over the course of forty years. ***The story is told in eight short episodes*** where one or more key lessons are given to *encourage* the reader to experience the joy of fellowship as they ***travel the road of life in their favorite British car!*** What I've noted along the way is that the process of refurbishing these classic British cars is much like the process that a loving God desires to walk us through *to experience a transformed life of joy* that will last for all eternity!

So, please let me invite you ***to enjoy and to be encouraged by*** one man's life lessons learned from his MG experiences! ***Here we go!***

Episode #1 – Boyhood Dream Fulfilled – "Blue Boy" is a 1977 Tahiti Blue MGB Roadster. "Delight yourself in the Lord and He will give you the desires of your heart." Which came through a friend named Dan.

This story begins with a fourteen year old boy staring into the display window of a fashionable men's clothing store in downtown Tampa, Florida. This boy didn't come from a family of means. But, he saw something that day that he wanted. What he saw in the widow was a yellow Gant shirt with a monogram on the pocket. He said, "*Someday I will own one of those Gant shirts.*" At that very moment, through the reflection of that same widow, he saw a British racing Green MGB Roadster pull up and park on the street behind him. A young couple stepped out and crossed the street to enter a downtown movie theater. When he saw that car, he said, "*Someday I will own one of those MGBs.*"

The years that followed were filled with service in the Marine Corps, college, a wedding to a beautiful bride named Joyce, first child, marriage crisis, search for life's purpose, the Godly counsel of a pastor which brought this couple to a decision to trust Christ for salvation, marriage flourishing again, more children, business, and life! ***Life went on!***

While visiting a suburb of Washington D.C. to train church and community leaders, a phone call from Florida interrupted the session. The call was from a friend who restores MGs under the mentorship of John Twist and Joe Sheppard. In a casual conversation previously, I had told him about my boyhood desire. I had no idea why Dan would be calling me. But, the voice on the other side of the phone call simply said: "*I have bought you an MGB, you can pay me when you get home.*" What? No answer. He had already hung up! So, I finished the training; flew back to Florida; then, headed straight to Dan's house to see what he had done. That night in Dan's shop, my wife and I saw a 1977 Tahiti Blue MGB roadster! Yes, it needed work. But, we immediately loved it and named it "Blue Boy!" Forty five days later, *Blue Boy* had its bonnet painted, received a complete tune up, brakes restored, and a new top installed. We took *Blue Boy* on many driving adventures during his first summer in our family. From the beaches to camp grounds, to car shows, to British car events in our state, and to our children's school events. ***These were great experiences as a boy's desire had been fulfilled!***

For us, this MG experience launched us in a lifelong adventure of learning! ***How to*** restore these British cars that we were rescuing from abandonment and abuse? We were not only learning about repair, refurbishing, and restoration; but, also about life lived with family and friends involving our MGs. ***You may wonder what life lessons we learned from our first MG experience?*** Here's a few lessons that have encouraged us along the way: (1) ***never give up hope*** that your dreams (i.e. boyhood desires) can come true. Patience over time can result in a dream fulfilled; (2) ***serving the needs of others*** like your spouse and family should always take priority over any other endeavor. In doing so one demonstrates love, patience, and selflessness. These qualities the Father in heaven is pleased to reward; (3) ***don't leave God out*** of your decisions! The wisdom of God and counsel of trusted friends tend to result in outcomes that are good, not just for our hobby, but for all of life; and, (4) ***having friends is one of the greatest gifts anyone can receive in life.*** That's why the fellowship we share around our car hobby is so special!

Oh, by the way, that boy was me. ***And, yes,*** I did buy a yellow Gant shirt with a monogram on the pocket! We hope you enjoyed this article. ***Thank you*** for letting us share our MG experience with you! Please ***stay well!*** And, ***Safety, Fast!***

Please call, text, or email us with questions or comments you'd like to share. We're here to serve and help.

Rev. Manuel & Joyce Diaz (813/390-3721/323-7592)

mdiaz@mccullaghandscott.com

GTA St. Paddy's Day Drive

Jack and Kathy Orkin



We took part in the GTA's annual St. Paddy's Day Drive on the Saturday after St. Patrick's Day on a beautiful, clear and crisp First Day of Spring morning. The drive was to Gainesville for lunch and then on to the Left Nut Brewery, which did not open until 1:00 PM. Meeting at the Roswell Starbucks (must be the official starting point for everybody) we were joined by about a dozen cars of various marques including Triumph, Austin-Healy, MG, Jaguar, Alfa Romeo, Volvo and Mustang. Leaving Starbucks, we took a nice backroad drive to Gainesville. Lunch was on your own as it was difficult to find a place that could accommodate

the group safely and in a timely manner and then meet up at the brewery at 1:00. We decided to skip the brewery and peeled off from the group first and stopped at JAG's Café for lunch. JAGs is tucked next to a Citgo station on McEver Rd. and what a surprise find! Specializing in New Orleans cuisine, we feasted on gumbo, red beans and rice and crawfish etouffee. JAGs stands for John and Angela Garrett, the owner/operators. Not only was the food delicious but John and Angela were just super nice people and appreciated us stopping in. Angela came out as we were leaving to take a picture of the car! We will definitely be going back for more!!

They are located by the Citgo on McEver just south of Browns Bridge Rd. If you stop by, tell them the people in the little yellow car sent you!





We Are Creative

Willard 2021 MG Rodeo and Arts Festival

3/15/21

By Dave Peck

StayMGcation

Series 1: Episode 3 MG K3 Saves the Day

Recap: If you missed Episode 2 in the March newsletter, here's a quick summary. Three Club members (Harry Culpepper, Arthur Dankworth, and Oliver Wheelwright) and Oliver's 12-year-old granddaughter Priscilla "Pris" Wylde met at an Atlanta English pub to plan for the Willard 2021 car show. They decided to add a rodeo to this year's show. They received a message that someone purloined a bunch of very valuable pre-war MGs and may be planning to sell them to obtain a nuclear bomb. The Peachtree MG Team's mission is to find out who stole the cars and recover them. They have just landed (MGs and all) on an isolated landing strip outside Paris

"Where are we?" asks Arthur.

"I think we're lost," says Harry as he pulls out his cell phone for a map, only to find there's no cell reception.

The plane released a drone that flew above the MGs.

"I think we're supposed to follow the drone," says Oliver.

The drone led the caravan past farms and vineyards. Arthur and Harry decide to stop at one of the vineyards to check out the local wine. The group was given a tour of the vineyard and partook of a free sample taste test. They purchased a case of the premier Merlot. By the time they arrived in Paris, it was getting dark and everyone was tired. They ate dinner at Le Cinq and spent the night at the Hotel Le Bellechasse where Pris watched "The Pink Panther" starring Peter Sellers as Inspector Jacques Clouseau.

After confirming that the big car auction in Monaco was still three days away, the Team decided to do a little sightseeing and shopping. They rode to the top of the Eiffel Tower where everyone had a great view of the city. Notre Dame could only be seen from the street because it wasn't open yet for visitors after the fire. Pris insisted on getting to see the Mona Lisa at the Louvre. Everyone got a bit dizzy climbing the spiral staircase to the top of the Arc de Triomphe. Pris loved going from shop to shop along Rue Cler. She bought an alarm clock shaped like a baseball that was half red and half blue. She also bought a stunning black dress, three pairs of fancy black and pink gloves as well as two pairs of platform shoes that added about 6 inches to her height.

The drive from Paris to Monaco would take two days. On the second day, Harry's '59 MGA started shutting down about 100 miles north of Monaco. He pulled over to the curb and raised the bonnet. It wasn't long before a French farmer stopped to ask if he could help. After a brief conversation, Harry thought he had some faulty wiring and a bad coil. The farmer towed Harry's A to his barn. The farmer spoke vary fast in French, so Pris could only understand bits and pieces. Pris told Mr. Culpepper that the farmer had something in his barn, which might help fix Harry's car. Underneath some bundles of hay was a MG K3 Magnette. The farmer said some guy tried to steal the car about 3 months ago, but he fended him off with his shotgun. Harry handed some Euros to the farmer who motioned that Harry could

Continued on next page

take anything he wanted from the old rust bucket. Harry grabbed an old coil and some wires and put them in his "A". The Team was back on the road before sunset.

The Team arrived in Monaco in the late afternoon. They went directly to the Grand Prix de Monaco Historique to register for the car auction. Sotheby's required that anyone who wanted to bid must post a cash deposit of €500,000. They only had a total of about €150,000.

"What are we going to do," asked Harry? "We're €350,000 short. If we don't come up with the mon-

ey, we'll never get inside to recover the MGs. There's no way we can come up with that kind of money by tomorrow."

"Arthur, aren't you quite a poker player?" asked Oliver.

"I was in my day, but I haven't played in years since I joined Gamblers' Anonymous."

"Let's get dinner, said Oliver. "And then we're going to Casino de Monte-Carlo to test Arthur's poker skills."

To be continued next month



Gavin Hansman

Feb 23, 2014 · 2 people

...



Abandoned, Old & Interesting Places

Feb 23, 2014 · 1 person

Sometimes when you're out riding and looking for old and interesting things, you spot something that's just plain odd! Like this poor little Edgecombe County MG that looks like it was left parked a little too long in one spot... ;) (Posted by Mark)



Favorite Recipes

Amish Cinnamon Bread

No kneading, you just mix it up and bake it



Batter:

1 cup butter, softened
2 cups sugar
2 eggs
2 cups buttermilk or 2 cups milk plus 2 tablespoons vinegar or lemon juice
4 cups flour
2 teaspoons baking soda

Cinnamon/sugar mixture:

2/3 cups sugar
2 teaspoons cinnamon

Directions

Cream together butter, 2 cups of sugar, and eggs. Add milk, flour, and baking soda. Put 1/2 of batter (or a little less) into greased loaf pans (1/4 in each pan). Mix in separate bowl the 2/3 c sugar and cinnamon. Sprinkle 3/4 of cinnamon mixture on top of the 1/2 batter in each pan. Add remaining batter to pans; sprinkle with last of cinnamon topping. Swirl with a knife. Bake at 350 degrees for 45-50 min. or until toothpick tester comes clean.
Cool in pan for 20 minutes before removing from pan



Buying Your First MG

Good overview of the large range of models available, and some common pitfalls for new MGB owners.

Written by Skye Nott – 2006-04-02

How-To Library > Buying a Used Vehicle Section

Which MGB model to buy?



The MGB was produced for 17 years and underwent many changes during its lifetime. Models years 1963 to 1969 look largely identical with chrome bumpers and grille, often with wire wheels and a spoked steering wheel. The "Leylandized" MGB was introduced for

1970 with a black recessed grille and "Rostyle" wheels, but was replaced in 1973 with a more traditional chrome grille around a black plastic mesh.

Safety regulations in the United States forced MG to fit large impact-resistant bumpers and raise the ride height only two years later, halfway through the 1974 model year. This marks the transition from "chrome bumper" (CB) to "rubber bumper" (RB), the most noticeable design change in the MGB's long production run.

For a more detailed history of the MGB, read the "Evolution of the MGB" article in the Library, and for a really in depth study, get Original MGB by Clausager which is required reading anyway for any serious MGB owner.

More essential reading and reference material can be found in the MG Experience Book Store, which are useful before buying your MGB and indispensi-

ble once you own it.

Next, to decide what kind of MGB you want to own, look at lots of pictures. Discover which style you like best, and go hunting. Every model has its own (endearing) idiosyncrasies and die-hard fans. Check out the MG Experience Registry for a huge collection of MGB photos in all kinds of trim levels, paint colors, and interiors. The Registry also contains many MGs for sale around the world.

Is the MGB the right car for you?

Well, only you can answer that question. They are simple cars and if you have some basic car knowledge you can do most of the maintenance yourself. If you don't have basic car knowledge, well here's your chance! It's very rewarding to work on your own vehicle. However if you are "mechanically challenged" there are lots of British car shops that would be happy to change the oil, grease, etc for you. Just make sure to take it in when the service schedule says its time, and get the oil changed religiously. Treat the car well and it will run for a long, long time.

Prospective buyers have often expressed concern about the reliability of MGBs. There seems to be a misconception, someone heard from someone's uncle's friend that their MGB was a lemon. Unfortunately, there are a lot of MGBs out there that have been neglected, and that coupled with the fact that they are between 40 to 50 years old (and counting) at this point means that some will break down more often than others.

The reality is, they are very simple cars and will give plenty of advance warning of most problems, at which point you should get the cause (not the symptom) fixed. If you want to drive a roadster from point A to point B in modern comfort and not give the car a second thought, get a Miata. If you want a car that oozes character and style, and you don't mind getting a little dirt under your fingernails, get an MGB. You will find you develop an "ear" for the MGB very quickly, which will alert you when something's not quite right. Part of the charm of owning an MGB, in my opinion, is in this relationship. Developing a mechanical sympathy with your car can increase your enjoyment.

I would also like to add that Lucas electrical systems are no less reliable than any other electrics I have had experience with, taking their age into consideration. Again, the electrical system is simple, and easy to diagnose with a test light or multimeter.

Shopping Around

If you want the best 'B for your money, pay top attention to the condition of the body. A bodyshell with messed up mechanics and perfect body is many many times cheaper to restore than a rusty shell that drives - a full body restoration can often cost 10 times as much as an engine rebuild. MG parts are cheap, the only "classic" import car with more spares available would probably be the VW Beetle.

Nothing kills a car like sitting around! If the car has been parked for more than a couple of years, be wary. Sitting rots seals, gaskets, rubber, all sorts of fun stuff. You will have to replace brake hoses (which cannot be checked by visual inspection), probably rebuild the brake master cylinder, clutch master and/or slave cylinder, coolant/heater hoses, replace the tires, possibly rebuild the engine, and many other parts. Do your fellow motorists a favour and don't drive the car until you are sure its safe to do so; that is, lights work and the brakes aren't going to fail! However, see the note above about non-rusty shells. A barn-find MGB with a spotless body might be worth it.

The first area of the body to check is the sills, the box shaped sections that run front to back underneath the doors. Because the MGB uses a unibody or monocoque design, much of the chassis' strength is in the sills. Being box shaped, they tend to trap moisture, and rust from the inside out. Don't be afraid to get on your back under the car and poke at them with a small screwdriver. Look out for things like fresh rubberized undercoating or chrome sill plates which may have been recently added to hide rust. You can also check the door gaps, if the sills are rusted the car may be sagging and the gaps will be smaller at the top. Other common rust areas are the floarpans under the carpet, and the boot (trunk) floor.



The MGB's 4 cylinder B-Series engine is a strong if not very exciting design, although the pre-1965 3-main bearing engines were a bit more fragile. All the other engines can easily last 100,000 miles or more between overhauls, and parts are inexpensive. When buying, listen for unusual noises such as a metallic rattling sound on cold idling (bearings), lumpy or high idle, check for smoke out the tailpipe, check the oil filler cap for any "brown sludge" indicating coolant leaks, and give it a good lookover. British engines are notorious for springing little oil leaks, so those may not be critical. Oil pressure should be 15-25 psi at idle (~600 rpm) and 50-65 psi at 3000 rpm when warm.

If you can, do a compression check to check the rings and valves, and check the spark plug electrodes for deposits (should be clean) and colour (should be tan) for correct mixture and carb problems. If this is your first MGB, it's highly recommended for you to take the prospect to your nearest British car shop (you can find many in the [MG Experience Directory](#))

and have them do a complete inspection. Very early transmissions have an unsynchronized 1st gear, so you may want a 4-sync if you plan on commuting or can't remember not to grind gears. A very desirable option is the optional Laycock overdrive, which adds a "4th and a half" gear perfect for highway cruising. Personally, I couldn't live without O/D on my MGB.

Strange electrical gremlins can often be fixed by replacing the fuse box (~\$10) and cleaning all the ground connections (free). If the loom has been hacked to pieces by the previous owner, complete new looms are available for reasonable cost from British Wiring and other suppliers.

New MGB body shells are (were?) being produced by British Motor Heritage using the original manufacturing equipment, and if you have the money to re-shell and complete a full restoration you will end up with a beautiful as-new or better MGB - but be aware that the money you put in, if you decide to go that route, will far exceed the price you could fetch if you were to sell the car afterwards. However, as MGBs continue to appreciate in value, this might not always be the case.

Always remember this equation when buying a vehicle:

$\$price + \$repairs = \$true\ purchase\ price$

As with any other car, buy the best you can afford.

Let the previous owner eat the cost difference between money into the car, and the money out of the car when selling. You can afford to be picky, there were half a million MGBs made, there are lots to choose from. Don't be afraid to walk away. Don't hesitate to take your prospective buy to an MG or British car garage for a 1 or 2 hour inspection if this is your first MGB purchase. The hundred bucks or so you will spend will probably be more than recovered in the money you can demand be taken off the selling price for problems the owner may not have even known was there (and save you from getting stuck with an abused or neglected car).

Good luck and have a great MG Experience!

— Buying Your First MGB —

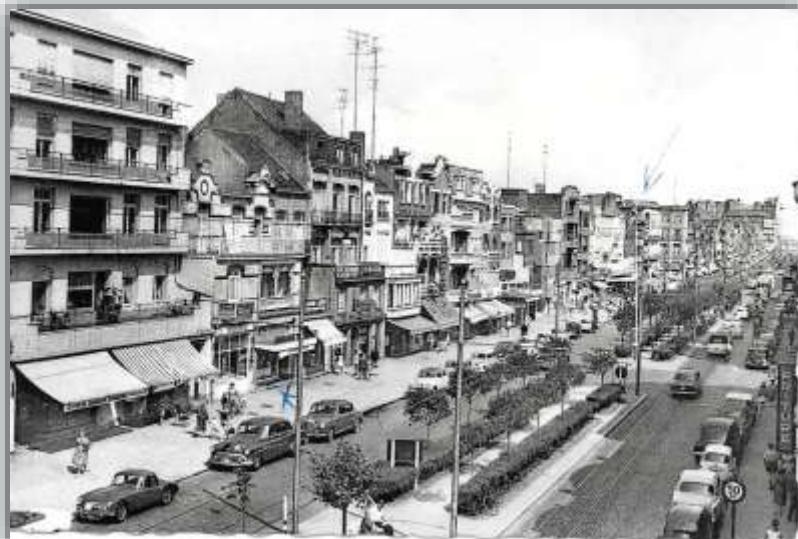
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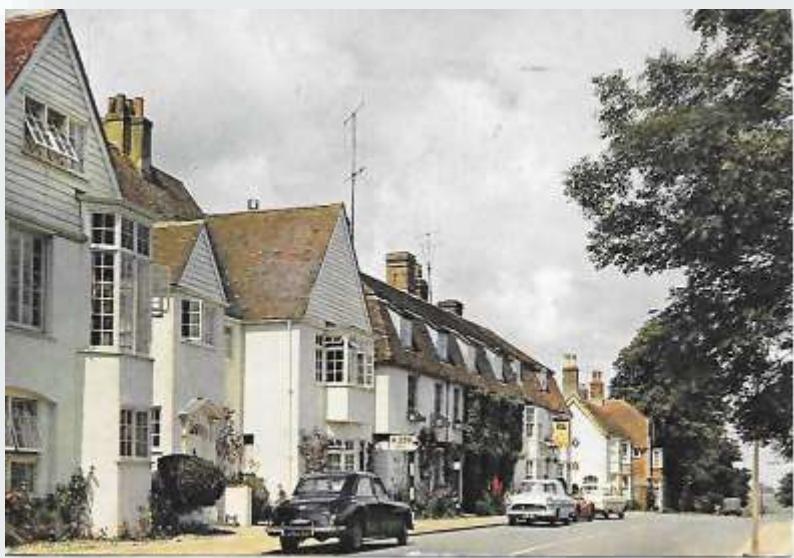
A Post Card from Karel
Karel Vermeer and Reinout Vogt



This postcard, from Knokke in Belgium, has a MGA Coupe in the lower left corner. The dark license plate probably indicates that the car is not from Belgium. Knokke is a popular beach resort town on the North Sea coast of Flemish speaking part of Belgium and within about an hours drive from The Netherlands, France and the ferry docks to England. Right behind the MGA are a V8 Buick and "Ponton" Mercedes with white wall tires. Ponton is the Dutch and German word for pontoon and it refers to the integrated design style of that era. Although most cars of the late 50's

and early 60's have a similar style, I don't remember calling any other car model of any other manufacturer by that name. But we always called this particular Benz the Ponton.

This card, from German Street in Winchelsea, Sussex shows a MG ZA with license plate JNJ321. Winchelsea is a very small village on the coast of the English Channel. The A259 now goes around the village and it looks like the time has stopped. The white building is still a hotel and in Google Maps Streetview looks very much like it did in this postcard. Is the roadster between the two white cars a Triumph TR2 or TR3?



A Greeting Card from Reinout
Reinout Vogt



The MG J4 was the racing version of the J3, which was the supercharged version of the popular J2. Only nine J4's were built by the factory. In the background is the administrative building on the Abingdon factory grounds.

This card was published by Universal Publishing Company in England. The artwork was an exclusive commission for Golden Era Cards by artist Russel Brown.

Tech



Well, I have a new customer who wants to learn; I will call him Ricardo Shilly-shally, Ric for short (if you are a Big Bang Theory fan, you will get my joke). So, what does Mr. Shilly-shally want? He has a 1275 cc engine for a Bugeye Sprite he wants rebuilt and supercharged. His engine knowledge is lacking at this time but will increase as work progresses.

I have been building engines for over 47 years and have certain ways I want things done. I should have said no to his request but the chance to teach was over-riding my desire to stick to my method. First, I let him use his machine shop. So what, you ask? Isn't one just as good as any other? NO! But I get ahead of myself.

First, we discuss what he wants and what he expects the engine to do when completed. He wants an original supercharger that he had restored installed on the engine. This leads to certain things done to the motor that is different from a normal rebuild. Yes, Moss, and several others, say you can just bolt a supercharger on the side of any engine and get a 25% boost in power. Bullshit!

Most used engines will get a broken piston or spun bearings and a tow home. So, what do I recommend for this engine. First, the old original supercharges did not produce too much boost, 4 to 5 lbs at the most, that forged pistons are required. Yes, I insisted on them for the last supercharged engine I built because I knew how it would be driven. Ric wants more show than go.

He will drive it but the appearances are very important, maybe more than maximum power. In one of our earlier discussions, I let him know that any good machine shop will want the pistons in hand

before boring an engine. Ric ordered all his own parts and I am being proven correct in wanting to do it myself. Not because I make a few bucks from the parts but because I get what I know what we need.

So, what happened with the pistons. He did get the .040" oversize as you might as well go as big as you can when doing what will be your last time rebuilding your engine. Most of us will not drive these cars more than 4 to 5 thousand miles a year and we will not live long enough or drive them enough to require another build. So, he took the engine to the machine shop.

The first day he brought the stuff to my shop, We spent about 2 hours looking things over. We wanted to see if we had everything we needed and if the machine work was up to my requirements. No, on the machine work. One reason a machine shop needs the pistons in hand before boring is to make sure each piston has the correct piston to wall clearance required.

His 1275 requires about .0025" to .003". The machine shop fitted the pistons to the rods as they are an inference between the small end of the rod and the wrist pin. This requires heating the rod end and carefully inserting the pin thru the piston and rod. It should be centered as a show of quality workmanship but these were not. Each pin is slightly offset to one side. In actuality, it does not matter but it shows in the quality of the work. We carefully removed all the rings from each piston. Then we turned the piston and rod upside down and slid each piston in it's hole in the block.

A feeler gauge slid down the side gives a very accurate idea of piston to wall clearances. We had .0025" in cylinders 1,2 and 4. #3 had less than .0015". When I build a supercharged engine, no matter how weak or strong the boost will be, I increase the piston to wall clearance by .001" to .0015" over stock. This means we needed closer to .004" clearance. My reasoning behind this is based on years of other people

building supercharged engines.

Even a small increase in boost will create more heat in the combustion chamber and will cause the piston to expand a little more. His #3 cylinder with only .0015" would expand and drag in the cylinder creating a lot of heat and scoring of the piston. Plus, the extra drag will cause the rod bearing on #3 to wear prematurely due to excessive drag. When it fails in a few thousand miles, I would get the blame for a bad rebuild.

Knowing the block will have to go back to the machine shop for a little more honing, we went ahead and checked the ring gap. Check every ring including the oil rings! Ring gap is also increased slightly on a supercharged engine to compensate for the extra heat. Knowing that the cylinders will be honed a little bit bigger, I was just checking the gap to see if the rings could be fitted by grinding the gaps to size.

Wrong again. The gaps were over .020". Stock was .013" maximum. These had way too much gap. When the block got honed, the gap became .023"; useless to me.

Why do I like to send the pistons to the machine shop with the block. You read above that the clearances were too tight but did you pay attention to the fact that #3 was tighter than the other cylinders? I took my micrometers and measured each piston. #3 piston was .001" bigger in diameter than the others. The machinist only measured one piston and bored the block to that one piston. The fact that the pistons were not all the same made a huge difference even at .001" difference.

My shop bores each cylinder for the piston that fits in it and marks them on top. Minor differences make huge impacts on the overall build quality. When they came back the second time, he had marked each piston on top with its diameter; #3 was .001" bigger just as I measured it.

Was this our only problem? Noooo! Not at all. The first thing I noticed was a lightened flywheel, good idea. But the ring gear was not sitting flush on the flywheel so we called the machine shop and they said it had not been removed for the lightening. It only took a few minutes to fix this problem so we were ok with it. Then I noticed the bronze valve

guides. I hate these. They have a very bad tendency to seize the valve and transfer metal from the guide to the valve stem. To eliminate this, you have to hone the guides to have excessive clearance, about .003". This is a worn out guide to start with. I much prefer to use the stock guides. When I tested the valve sealing, the fluid leaked out thru the guides. That is how loose they were.

The head had been shaved to increase the compression some (you might ask why I wanted higher compression in a supercharged engine and I will get into that soon) and this left a very sharp edge where the combustion chamber began. These sharp edges not only can cut you as you handle the head, they can cause a hot spot in the combustion chamber and create pre-ignition which is very detrimental to your engine. Pre-ignition is when the fuel/air mixture ignites before the plug fires due to hot spots. The piston is then trying to force its way up the cylinder as the combustion is taking place trying to force the piston down the cylinder. Two opposing forces cause an expensive problem.

A few minutes with a sanding roll in a high speed grinder took care of the problem. And next we looked at the crank. Believe it or not, it was standard size. It had never been turned to an undersize. I checked the diameter and found it to be fine; very hard to believe. There were signs that the engine had been balanced and the crank had spots where metal was removed. The flywheel had several drill indents where it had been balanced after lightening. The same for the new crank pulley and the rods.

I showed Ric how one rod had no metal removed from the big end and pointed out it was the lightest. The other three rods had enough metal removed from the big end to weigh the same as the light one. You could see enough of the small end inside the piston was done the same way. The lightest big end was not the same rod with the lightest small end. Now that each end weighed the same on a balance scale, the rods were all the same weight. I saw no signs under the pistons where they were balanced. I would have thought that the one that was bigger in diameter would have weighed more. I cannot say they were all the same weight and it will ruin the pistons to have them removed and balanced.

All the above shows that building a stock engine and a performance engine requires different machine work and more expense. But do it right the first time and it saves a whole lot of money. Let me make one thing clear; I did not talk to the machine shop so I cannot say what directions they were given. I know to ask for very specific things with my shops and that could have been the difference in what I wanted and need and what we got. Communication in this step is very important. My fault for not interceding.

I have contacted the company that supplied the pistons, Mini Mania, and they are shipping another set of rings free of any charge that hopefully will be tight so I may set the gaps where I want them. The last engine I built required a special set be made after two attempts to get ones that fit from England. I hope we do not have to do the same here.

I want to give a short (yeh, short from me) explanation of the cam choice and why we need higher compression even with a supercharger. If you look at what are known as cam specs, one will notice they list how long the valve is off the seat; how high it gets lifted by the lobes; and how much time both valves are open at the same time (know as overlap). The length of time the valves are off the seats (opened) and their overlap will lower the compression as they are increased.

If you take a stock engine and take a compression check then only swap the cam to a performance ground one, the compression will be the lower. With the valves open longer and more overlap, compression escapes out the ports. If you shave the head to raise compression ratio and then install the

performance cam, the compression will be the same or a little higher. Notice the two terms, compression and compression ratio. They are not the same.

Compression ratio is strictly a mathematically derived number based on the volume in the cylinder for the piston at top dead center (TDC) and bottom dead center (BDC). You also measure the volume of the combustion chamber, any dish or dome on the piston and the space around the piston down to the top ring. Compression is how much you compress the air inside the cylinder considering how much escapes out the ports with the cam profile in the engine and the gap in the rings.

You can have a 12:1 compression ratio and have only 100 lbs of compression if you have a very high performance cam. With a stock cam, this engine could have over 250 lbs of compression. So, if we left the compression ratio stock with a performance cam, his compression would be too low for any power gain even with the supercharger.

Wow, I have been typing for some time so I will end here and pick up next month. There will be lots more to discuss with this engine. So, stay safe and I hope to see yall somewhere soon.

Barry Rosenberg

British Car Service

770-689-7573

March Tech Session

On Saturday, March 13 we were at the garage of John Scarpucci with a Tech Session on MIG Welding. Jeff Jones spoke about MIG welding and explained the controls and settings of his welder. We were then able to see a couple of demonstrations on the front fender of Jeff's MGA and in the engine bay of John's MGBT. It was the first time we used our gimbal, a device that balances the camera (my iPhone) to stabilize the view and smooth out jittering while moving around. The session was recorded and you can view it on our YouTube channel. I think that the gimbal did its work very well. As several people commented, it gave every viewer a frontline seat to the welding action, without much disturbance from unintended camera motion and vibration. We also used a wireless remote microphone but I think that before the next session we'll have to experiment a bit more with its location. Hopefully you can enjoy the video and get the gist of MIG welding despite the, sometimes, lower audio quality. Speaking of next sessions, we are planning to do a session of toe-in alignment using DIY tools and a session on the basic electrical system and fault finding on our MGs. Yes, with that description I meant Lucas, which has a much poorer reputation than it actually deserves. Stay tuned as dates have not been finalized yet.

Please take a look at our YouTube channel, just enter Peachtree MG Registry in the search box, and don't forget to like and subscribe. And as always, please give me a call at 847 342 9804 or email me at reinoutvogt@gmail.com with any suggestions for, or questions about, the Peachtree MG Registry's tech session program.



Regalia Reinout Vogt

Peachtree MG Registry Regalia

In the previous three newsletters, we talked about grill badges (January), name tags (February), and pins and window decals (March).

Our webmaster, Steve Ratcliffe updated the webpage and when you click on Regalia, you have two options; 'Get PMGR Regalia - Lands End' and 'PMGR Badges'. Under 'PMGR Badges', you'll find the details on ordering badges, name tags, and pins. When you select 'Get PMGR Regalia - Lands End', you are taken to what is called the Peachtree MG Registry Storefront on the Land's End Business website. And that is where we will be talking about next month. Unfortunately we were not able to implement some updates, changes, and new ideas in time for this issue. But stay tuned! I think that you will like what is coming.

For now, please call me at [847-342-9804](tel:847-342-9804) or email me at reinoutvogt@gmail.com if you have any questions, suggestion, or concerns. In particular I'd like to hear if you have ideas about the Land's End Story Front.





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