



The Registry

Peachtree MG Registry

August 2022

The official monthly publication of the Peachtree MG Registry,



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Welcome New Members

Gary and Pamela McGovern

Doud Dale

Tom and Rachel Galloway

Reach us by phone:

(866) 279-9728

Check out our YouTube Channel
and Subscribe

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



President's Message

Blake Aasgaard

Hello Peachtree MG members!

What a great month July was. Even the scorching heat did not seem so bad as long as we were moving! By all accounts, the Cruise-In for Tim Gaffney, the Dunwoody Parade, the BBQ at the Flexner's and the ORF were all great events.

Great events this month include of course, our very own PMGR Annual Picnic.

Our **Official Annual PMGR Picnic** and Membership meeting is on for August thirteenth! We've reserved a pavilion, also in Dunwoody, for **the 13th of August**. We get together for great socializing and wonderful bits of home-made dishes made by and brought by our members. The club provides soft drinks, and also the hot dogs and hamburgers. We'll send out more specifics a few days before the event. Please come, share the moment, sup, and raise your glass to another grand month of magnificent motoring!

But of course, the biggest event for our club, is now only one and a half months away! The **Southeast British Car Festival** at Dillard, Georgia, is looking truly great. If you haven't reserved your room already, do it today!

Our Vice President, and Events Coordinator, Erich Starzinger is bringing the show together, and it is shaping up very nicely. Many of our favorite events throughout the weekend are scheduled again, including the drive-in movie, valve cover races and wine tour. And as the VP says, "Be sure to register early, and often!"

Remember that this year's show will be a landmark for two striking reasons: The first is that this year will be the **60th anniversary** for the Superlative MGB. The second reason is that this show, will be the **30th year mark** since the very first Southeast British Car Festival at Dillard.

Hope to see everybody there!

Blake Aasgaard

PMGR Annual Picnic

Saturday, August 13, 2022

11:00 AM-3:00 PM

Pernoshal Park

4575 Shallowford Rd

Dunwoody, GA

Bring a dish to share

RSVP: erichs@mindspring.com





Vice President's Message

Update on Dillard:

Jeff Jones has volunteered to collect the items for the charity raffle. If you have any items to donate, please contact him. His email is: jwj126@gmail.com

Many thanks for Jeff taking this on.

Regards,
Erich



August 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7 British Car Day at Caffeine and Octane	8	9	10	11	12	13 PMGR Picnic 11-3
14	15	16	17 ORF	18	19	20
21	22	23	24	25	26	27 Caffeine & Coffee at Gateway Classic Cars
28	29	30	31 Dillard Late Registration starts Sep 1st			

Upcoming

August 7, 2022, Caffeine and Octane, Highlighting British Vehicles (see flyer)

⇒ **August 13, PMGR Picnic**

11:00 AM-3:00 PM

Pernoshal Park,

4575 North Shallowford Rd

Dunwoody, GA

August 17, 2022 ORF

August 19-21, 2022, Return of the British, Rugby, TN, www.pbcctn.com

August 20-September 13, 2022 Goodwood Revival Tour 2022

Reminder: Late Registration for Dillard starts on Sept 1st!

September 9-10, 2022 Shoals British Car Club, Rogersville, AL shoalsbritishcar.org

⇒ **September 15-18, 2022 Southeast British Car Festival 2022.**

Dillard House, Dillard, Ga.

****** Registration is OPEN ******

www.peachtreemg.com

September 24, 2022 Memphis EuroFest

September 24, 2022, Autumn in the Mountains, Mills River, NC <https://www.bccwnc.org/autumn-in-the-mountains-car-show/>

September 30-October 1, 2022, Euro Fest Classic, Ridgeland, MS, www.euro-fest.net

October 1, 2022 Britfest, Myrtle Beach, SC

<https://grandstrandbritishcarclub.com/2022-10-01-britfest-registration/>

October 1, 2022, Southern British Car Club Show, Cambridge Square, Ooltawa, TN

October 1, 2022 Myrtle Beach Britfest Car Show <https://grandstrandbritishcarclub.com/britfest-2022/>

October 22, 2022, Red Door Car Show

October 23, 2022, Fairhope, Alabama, 31st Annual British Car Festival, celebrating the MGA

⇒ **October 25-27, PMGR Fall Tour XXX to Spruce Pine, NC (see enclosed information)**

Celebrate

August

Crump	Donald	08/28
Crump	Lynn	08/07
Dobrushin	Madell	08/11
Fortenberry	Mary Ann	08/30
Fraser	Alex	08/11
Fraser	Rick	08/30
Funderburke	Don	08/25
Gaffney	Theresa	08/28
George	Tom	08/11
Gil	Mitzi	08/16
Gray	Rob	08/01
Heard	Jerry	08/31
Marble	Cyndi	08/07
Miller	Phillip	08/18
Moore	Michael	08/06
Pilon	Mark	08/07
Rushing	Linda	08/10
Watts	Claude	08/26
Weinberg	Dan	08/21

September

Aasgaard	Blake	09/17
Alexander	Tina	09/23
Carlisle	Wallace	09/29
Cheij	Susan	09/13
Dube	Victor	09/07
DuPre	Marge	09/08
Flexner	Paul	09/21
Fortenberry	Bill	09/04
Hight	Ted	09/17
Hill	James	09/15
Hoffmann	AvivA	09/24
Hoppe	Tom	09/09
Kosbab	Heather	09/09
Logan	Steve	09/23
Moshell	Sheron	09/19
Preston	Philip	09/20
Russell	John A	09/03
Stanfield	Ed	09/27
Trulock	Cheryl	09/19
Vawter	Gene	09/14
Wiley	Jeff	09/15
Wiley	Mary	09/03
Wood	Susan	09/19



ORF

ORF TOUR – WEDNESDAY AUGUST 17, 2022

The MARCH ORF is scheduled for Wednesday, August 17th. 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/restrooms. After our run up/over Fort Mountain our lunch stop will be The Village Cafeteria in Chatsworth.

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 August 12 at either blueb@bellsouth.net or 770-887-8877(h) 404-402-3004(c).

Our Stories

TIM GAFFNEY CELEBRATION OF LIFE, MG STYLE! By Theresa Gaffney

My husband, Tim, was a true lover of life. When he was committed to a project, he did it with everything he had. He did nothing half-way. That was especially true with his beloved MGs.

In 2013 a 1974 ½ MGB-GT caught his eye, so he bought it. For the better part of a year, he spent every available minute with Ric Cline in Ric's garage, and together they painstakingly disassembled every bolt, pressure washed, replaced/repaired, powder coated and/or repainted, every part, then put it all back together again, better than new. He was mighty proud of that car! He named her "Lady Eloise," and he loved showing her off in car shows everywhere. She almost always won.

But as much as he loved Lady Eloise, his first love was his 1959 MGA Coupe he named "Charlie." He purchased Charlie from his best friend's mother in 1977. He restored it in the 1980s, and again in the 1990s after Hurricane Andrew destroyed his home in Miami. But after he finished the restoration of Lady Eloise, Charlie was looking a little sad by comparison. So off Tim and Charlie went to Ric Cline's again, and they did another full-body restoration. They completed the job in 2015. Boy, did Charlie shine now!

With two beautiful MGs in our garage, we were thoroughly enjoying local cruises with our car club friends, and long-distance cruises to the NAMGAR and NAMGBR national events. We've been as far north as Ottawa, Canada, and as far south as Key West, FL, and hundreds of places in between. We had no plans of slowing down. In fact, we were actually keeping an eye out for a Magnette to add to the collection.

But sadly, that was not to be. Tim contracted COVID in December 2020, and due to the severity of his complications, he never came back home. He passed away in September 2021. During his illness when it became apparent that he could never drive again, I had the painful task of selling our beautiful boat, and two of his classic cars – Lady Eloise and his 1990 Mazda RX-7. (The only one I kept was Charlie, who will eventually belong to our daughter Betty.) Lady Eloise was sold to Jay Levy, a fellow member of our Peachtree MG Registry club. I took great consolation in knowing that these vehicles were now in the hands of new owners who would love and care for them as Tim would.

Because there had been another COVID outbreak in the Murphy, NC area right at the time of Tim's funeral, we kept that gathering very small and decided we would do something bigger to honor him when conditions improved. The logical thing was a car show! We had participated in cruise-ins and car shows with the Blairsville Cruisers before, and I knew they had the perfect venue. So, I reached out to them, and a date was set July 2, 2022. Perfect!

We spread the word to everyone, and folks came from far and wide. It really warmed my heart to see so many British vehicles, as well as classic cars of all makes. Many of our friends from the Peachtree MG Registry and the Tri-County British Car Club formed caravans to attend our event, which Tim would have absolutely loved!

We asked everyone to bring donations of non-perishable foods for the Murphy Sharing Center and the Valley River Humane Society. I am pleased to report that we collected a full bin of food for each of the charities, plus \$222 cash donations for VRHS!

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But the moment that especially touched my heart was this:

A beautiful Grampian Gray 1974 ½ MGB-GT pulled into the parking lot. Betty said to her friends, “Wow! That car looks just like the one my dad had!”

At that moment I looked up and saw Jay Levy walking towards me, and I knew that he had brought Lady Eloise to pay her respects. I was immediately in tears at his kindness and thoughtfulness! Betty and I held each other, sobbing, and I think Jay teared up too. Heck, there was not a dry eye in sight! Jay parked Lady Eloise right in front of Charlie, and the two MGs were reunited for the afternoon. It was a priceless moment, and I will cherish it forever. Thank you again, Jay!

I had a special plaque trophy made for “Best British Vehicle,” and there were so many beautiful cars to choose from. A panel of four female judges carefully decided on Cyril Brown’s 2005 Morgan.

It was such a nice day all the way around! The weather threatened, and a few folks experienced rain on the way, but there was not a drop all afternoon. In fact, the clouds were a welcome relief from the hot sun. I had a memorabilia table set up with souvenirs of our life together. We were surrounded by friends and family, and so much love. All in all, I could not have asked for a more perfect day.

Whether you attended in person or in spirit, please know that your kindness and love have made all the difference in the world to me. As we always say about our beloved MGs, it is the cars that bring us together, but it is the *people* who make us come back.

Thank you for helping me honor my sweet husband, Timothy Frank Gaffney (7/10/1952 – 9/4/2021).

Jay, Theresa and Lady Eloise



Charlie and Lady Eloise

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Blairsville Cruise-In July 2, 2022



**Lunch at
The Mellow Mushroom
in Gainesville
on the way to Blairsville**

**Dunwoody Parade
July 4, 2022**



Jim McCrory in his beautiful MG-TF — A great hit with the crowd!

Franz and Hans Just Want to Pump You Up!

By Jack Orkin

In recent articles, I described buying tires online with mobile installation at my house and also my experience repairing one of those tires on the road. The tire purchase included a road hazard warranty and when I got home, I contacted the company and got a replacement tire ordered with no problem. I again opted for them to mount and balance the tire at my house. On the appointed day, the installer, DeAndre, arrived on time and swapped the tires out with no issues. Again, it was a pleasant experience.



One thing I learned about the road hazard warranty from Tire Rack is that it will pay up to \$40 for a tire repair, typically a patch on the inside of the tire, or it will replace the tire if it cannot be repaired. But it does not cover mounting and balancing the replacement tire! I thought that was sort of ridiculous but seems to be the industry standard. It would seem intuitive that if you have to replace a tire it would also need to be mounted and balanced. I searched the fine print, and it does not mention anywhere that mounting and balancing is not covered, but it does not mention that it is included either. Just that they will replace the tire. They just sort of quietly don't mention it!

In the article about repairing the flat tire, you will remember that I was lucky enough to get a ride to the corner gas station to air up the tire after we repaired it. That got me to thinking about the next time when I might not be so lucky to be close to a source of compressed air. Remember that after you repair a low or flat tire, you then have to pump it up! About this time, I found out about battery powered miniature tire inflators. A quick perusal of Amazon and Google revealed a plethora of these tiny air compressors run by long lasting Li-ion batteries and capable of inflating almost anything that is

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blown up with air! Many of them appear to be almost identical but with different names on them and they are reasonably priced. So, now along with a tire plug kit, I carry an air compressor in my boot.

The unit I got is about 6 ½" long, 2 ¾" wide and 2" deep. It came in a bag with some accessory nozzles, a USB charging cord and one that plugs into a cigarette lighter socket. The whole thing weighs less than two pounds.



But does it work? I did some unscientific tests to see how it performed.

Of course, you all check your tire pressures before any trip, right? Do you also check the spare? They slowly lose air and the one time you need it, you don't want it to be flat! But if you have been negligent, it's not a problem if you have a compressor with you. I checked my spare (155/80-13) and it had 16.5 lbs. of pressure. I hooked up the compressor and set it for 32 lbs. (I overinflate the spare to compensate for when I forget to check it and it loses air). The compressor ran for 4 minutes and 26 seconds before stopping at the preset pressure.



For the second test, I let some air out of one of the tires on the ground (165/70-13) until it indicated 15 lbs. simulating low pressure after running over a nail. I then connected the pump and set it for 25 lbs. It ran for 3 min. and 2 sec. before reaching 25 lbs. and shutting off.



My last test was to inflate a flat tire. I deflated a tire until it indicated 4 lbs. Again, setting the unit for 25 lbs., it ran for 5 min. and 59 sec. before reaching 25 lbs. After the three tests, pumping for a total of 13.5 minutes, it had one bar left on the battery indicator (3 bars when fully charged). The built-in pressure gauge was surprisingly accurate.

The specifications of my unit are: 6000 mAh battery, 150# max. inflation pressure, 20L/min, settings for PSI, BAR, KPA and KG/CM2. Accessories for blowing up air mattresses, balls and bike tires with Presta valves are included as well as a built-in flashlight. And the cost? A reasonable \$42.00.

A unit like this looks like a great addition to the tools you carry with you as well as a nice addition to your piece of mind. Be prepared and hopefully you will never need to use it. Just don't forget to check the compressor's battery before your next trip!

ORFs are for True British Car Lovers!

By Steve Ratcliffe

What would an ORF be without some drama -- Fun? Perhaps not. We really don't know, because we so frequently manage to encounter some drama. We're not talking personality conflicts, although that has occurred on rare occasion in the past. But the more normal drama is created by the character of the route and/or hardluck with a British car.

The July 2022 ORF checked all the required blocks for fun, drama, and, as occasionally happens, "puzzlement". How can that be, you say? Well, it all starts with a great plan, and this was no exception. Tom Nadelhoffer is the "Master of the ORF" and always comes up with amazingly original routes.

This ORF started with the normal meeting at the IHOP in Dawsonville, where 6 of the ORFers met and a few actually had some breakfast. Attending were Tom Nadelhoffer with his grandson, Sawyer - MGB, Larry Norton - MGF, Steve Ratcliffe - MGB, Jim Doran - TR8, Ron Human - MGB, Abe Cheij - Triumph Herald, and Tom



Hoppe - VW Wagon. Abe expressed some concern about how the Herald was running, but, as is fairly common, the group encouraged him to go with us.

We departed and headed North on GA 400. This time, however, we toured about 23 miles of the beautiful wine country roads northeast of

Dahlonega and arrived at Kaya Wineries. They weren't open yet and the person Larry Norton wanted to talk with wasn't there yet. So, we drove on.

Our next route took us on many more beautiful mountain roads to the North side of Helen, Ga. We drove through Helen (the sidewalks and streets were practically empty!) and arrived at the Old Sautee Store - a popular place to visit (19 Miles). There, we were joined by Jack Orkin - Ford Ranger, Mark Alexander - MGB, and Gary Whiting - Mini IMA Estate.

From there, we headed North again with Dillard, GA as the target. Now, as most people know, there are many ways to get to Dillard within a reasonable amount of time. But, you can't use those routes if you want to truly appreciate the trees, farms, hills, tiny towns, etc. of the Smoky Mountains. So, we took the beautiful, long way... It's always beautiful to visit Lake Burton and the winding roads around its "fingers".

Unfortunately, Abe's Herald decided it didn't like the area and used a stuck float bowl pin as an excuse to quit running. There is always lots of



moral support and opinions as to the issue and the best fix. Sometimes, they're even useful. Abe remained incredibly patient through it all.

After some troubleshooting and raps on the carburetor with a hammer, Abe took off at high speed toward Clayton, GA, where the car quit again.

Meanwhile, not knowing where Abe went, Tom led the group on some of the smallest, seldom travelled roads in all of North Georgia until we finally arrived at the Village Café in Dillard.

We had no idea where Abe was, so Tom called him and he was broken down again, this time in Clayton.

To add drama to that situation, we discovered that the Village Café is now closed on Tuesday and Wednesday! That's no problem, right? So, we decided to go to the nearest restaurant to the Village Café. We all arrived and parked, only to discover that there were 20 people waiting for a table. Most of the other restaurants in Dillard are small and we had 10 people! So, we decided to go to The Dillard House Resort for lunch. That made some sense, because Gary had a 1:30 appointment there to check out the audio-visual equipment, preparatory to the PMGR British Car Festival in September. If you don't know, The Dillard House Dining Room serves meals "Family Style" and at a fixed per-person rate, which means they put large dishes of a variety of foods on the table and everyone takes what they want, then pays the same amount, regardless of how much or little they eat. It's a pricey for the normal ORF lunch, but always good food.



Abe finally got the Herald running, although rough, and joined the group at the Dillard House as we were ready to leave the table. Several of us stayed with Abe and passed food to him, as he tried to eat fast.

Then, we went outside and it started to rain. Abe pulled the Herald into the Portico at the Dillard house and diagnosing began again. Opinions were varied, including having a malfunctioning fuel pump and solutions for unsticking the carburetor float bowl pin. To summarize, Jack Orkin installed a borrowed "Facet" fuel pump.

, Meanwhile, Abe removed the sticking pin, lubri-



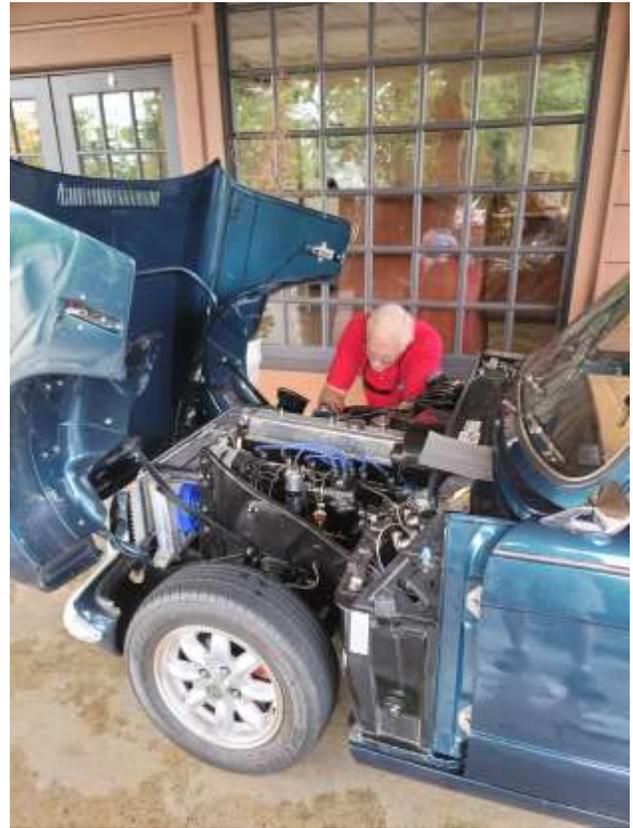
cated it, blew through it to ensure there wasn't trash or such restricting the pin, and reinstalling the float bowl. No luck and the used gasket on the float bowl cover was leaking. Tom Nadellhoffer had some gasket material, so a new gasket was crudely cut and installed. Multiple attempts were made with the carburetor float setup, and after about 2 hours of attempted repairs, the car seemed to be better -- not perfect, but "good enough?"

We departed the Dillard House as a group, in case the Herald decided to be ornery again, and only got to the end of the driveway before the

car died. If that wasn't bad enough, it rained again while the engine hood was open and Abe was adjusting the idle. To make a long story short, Abe decided to drive the Herald back to the Dillard House, leave it overnight, and return tomorrow. That done, we all departed and Ron Human drove Abe home.

Post Script: Abe returned to the Herald on Thursday with a proper float bowl gasket, installed it, and drove home!

ORF's are great and they're about having fun driving your LBC! Sometimes ORFers have issues with their cars, but the others are always ready to assist, when possible.



More ORF Photos

Getting out the hammer to "fix" the problem.



Pedestrian smiling at the line of British cars.



Gary, driving, when he wasn't taking photos.



Thank you for the photos, Gary



Not In That Car

Our trip to GT-47, the North American MGA Register National Meeting
By Reinout Vogt

You may have had people point at your MG and say, or ask, “not in that car” while you’re telling a story about a long or adventurous road trip. It’s even the title of a book by Roy Locock about his travels around the world in Bridget, his 1977 rubber bumper Midget. (<http://www.bridgetthemidget.co.uk>)

On our trip to Colorado Springs, CO for GT-47 we heard it just about every time we stopped. People would come and look at Finale, Henneke’s MGA, and when they saw the license plate say something along the lines of “Wow all the way from Georgia? But not in that car, right?” They probably thought that we lived closer and had just bought a Georgia car or that we were traveling with a trailer.

Colorado Springs is about 1,500 miles from our house in Decatur. We traveled only non-express way roads (except I-20 to exit 44 to get out of town) and gave ourselves 5 days to arrive in Colorado Springs the day before the GT-47 kickoff. That meant four nights on the road, camping at mainly State Parks. The logistics of camping in an MGA are not too difficult as long as you don’t take more than fits in the trunk. We failed a little bit and the side-screens had to go on the luggage rack



Also, you don’t have to worry about food etc. as there is no space to store it anyway. So shortly before each night’s stop, we purchased food and drinks for that night along with a bag of ice and would carry it on the passenger’s lap to the

park. And the next morning, we didn’t leave until we ate and drank everything except a snack and two bottles of water in our small, soft, cooling bag that just fits on the battery shelf behind the seats.

We made it through Alabama, Mississippi, Arkansas and Oklahoma just fine. Finale ran fantastic, we enjoyed the scenery, and found the prettiest spots to camp. Kansas however is



whole different story. Actually, no story at all... just a whole lot of ‘absolutely nothing’. Straight two-lane roads through ‘nothing’ but farmland with an occasional grain elevator along the railroad tracks or a holding pen with thousands of cows. And with the soaring heat and in an open MG you can smell both from miles. Apart from getting bored looking at ‘nothing at all’, the other problem with driving an open MG through Kansas is finding places to get water and ice



because there are not a whole lot of gas stations or convenience stores in the middle of nowhere. Although Colorado is known for its mountains and beauty, it takes another half a day of 'more nothing' to get there after you cross the Kansas-Colorado Stateline. But then, suddenly, at the horizon, you see the high mountains, snow caps, elevation changes, curves, and beautiful vistas and all is good again.

We enjoyed the NAMGAR convention very much. Because it was in the city, there were a lot of things to see and do. The program included an opening reception, tech sessions, and self-guided tours. But also, on two days, there was sort of a guided tour. First a gimmick rally to an old mining town with lots of twisty roads, beautiful views and nice places to stop for lunch. And on another day, a drive out to Royal Gorge Mountain Park which included Skyline Drive, a scenic narrow one-way traffic road along the top of the mountains. What we liked



about these organized drives is that there are many MG's on the road at the same time, you see each other often and run into friends at stops and landmarks along the way.

On one of those drives Finale developed a starting problem. It sounded like a low battery but turned out that one of the two screws that hold the starter motor together was missing. On an MGA you can easily remove it without even jacking up the car. The screw looked unfamiliar and nobody on the hotel parking lot had one. Luckily, John Twist who was there for his famous rolling tech session, knew that some after-market replacement starters used metric threads and a quick trip to 'Ace Is The Place' fixed the problem.

The car show was in a school parking about 15 minutes driving from the host hotel.



It started quite early in the morning when it was still cool and there were two food trucks with breakfast and/or lunch selections. The show ended about mid-day because the only thing that wasn't there was shade.

The awards banquet was very well organized and planned and although there were many awards to be handed out, it didn't drag on and on. We were very surprised at the long-distance award. With 1,500 miles we thought we would do well. However, NAMGAR members are drivers! From all over the country. And the organization has strict rules on how to measure the longest distance too, so it is very transparent and fair. Together with maybe 15 other participants, we made it in to the 1,000 - 1,500 miles group. Then there was a second group of about 10 participants who drove their MGA between

1,500 and 2,000 miles. A few more even drove over 2,000 miles with the winner from Key West, FL with some 2,200 miles!

The whole event was phenomenal, and thanks go out to the MG Car Club Rocky Mountains Center for hosting NAMGAR's 47th Get Together. Next year, GT-48 will be in Memphis, TN. We won't even make it to any long-distance recognition, but we surely are planning to attend.

For the return trip we had not planned any route or camping spots. We just put Waze on our phone on 'avoid freeways' and it took us back on all different routes.

The total of our trip was 3,250 miles, we did enjoy every one, Finale did very well and we would do it again in a heartbeat. Well, maybe we would make it a bit longer and go around Kansas through Nebraska to skip all the 'nothing there' but that would be it.

Photo 1
One of the beautiful camping spots

Photo 2
Finale on the highest point in Arkansas

Photo 3
Absolutely Nothing in Kansas

Photo 4
Skyline Drive near Cañon City, CO.

Photo 5
Finale on Skyline Drive

Photo 6
Highly customized MGA at the car show. Note the exceptional craftsmanship and how the rear bumper, without over riders, wraps around the fenders, integrated tail light and fenders (no plastic pad or body seam strip), interior, and location of the tail pipe due to an engine swap.

Emma Goes To La Crosse

Our trip to the North American MMM Register National Meet

By Reinout Vogt

The North American MMM Register is quite small and usually tags its National Meet along, a larger, GOF. This year it was GOF Central in La Crosse, WI, organized by the Minnesota MG T Register. Emma traveled there in the comfort of a trailer behind our pickup truck. But even in an airconditioned truck, 1,000 Interstate miles is too much for one day and we stayed overnight in El Paso, IL. The second day it rained most of the way but by the time the First Timers show in front of the hotel on the Mississippi River began the sun was back out.

The three day event was packed with activities:

The first day had tech sessions, self guided tours, or one of the many things to do in La Crosse to choose from. The MMM group had it's member dinner with lots of raffles and give-aways after which we all went on a fabulous paddle boat ride on the Mississippi River. The view of La Crosse under a full moon was really beautiful

The MMM Register had about 18 registrations



and 14 members brought cars including four PA's, one KN/K3, one D-Type, one Morris Bullnose, two M-Types, and five J models, which celebrated their 90th anniversary.

Wednesday was the car show, on an island in the river, with shade for everyone. Unfortunately, the D-type and the Bullnose both suffered

Continued on next page

fuel delivery problems and were not able to make the short drive to the river island. But the 12 MMM cars presented a fabulous display of early MG history (see photos 2-6)



Only one prewar MG, a super charged J2 with two co-drivers (See Photo 7) competed in the afternoon's gymkhana. I had volunteered to assist setting up and running the gymkhana and Emma verified the course and ran some demonstration laps to show participants the way.

The day ended with a beer tasting contest at a brewery across from the hotel in La Crosse (no



driving involved). Participants were offered nine

small samples of different beers and had to identify the style, or name, of the beer. I've had many a beer but still missed two of them. Maybe more practice is needed?

On the last day we joined an organized drive out to Norskedalen, an early homestead with Norwegian heritage. Most of the MMM cars were already back in their trailer and Emma was the sole prewar car on the drive. With a bit of a head start, and despite having to go down to second gear (of the three-speed gearbox) for the uphill section out of the Mississippi Valley, we arrived at the same time as all the newer cars to see the grounds and enjoy the catered lunch.

It was great to catch up with so many of our Chicago MG friends. We saw some of them for dinner on a visit in November last year, but the last time Emma was amongst her old buddies was GOF Central in 2019 (See photo 8).

In the afternoon we did valve cover racing. We used to do that many years ago, in the Chicago-



NAMMMR National Meet as well.

Thanks to everybody in the Minnesota MG T Register for organizing such a great event. We had a great time.

Photo 1

A full moon over La Crosse, WI

Photo 2

Emma at the MMM section of the car show

Photo 3

Gary Krukoski's J2, which survived when a tornado hit and destroyed his garage/shop in Glenwood, MN, at the car show.

Photo 4

Mike Jansen's J2 at the car show.

Photo 5

Reed Tarwater's J2 at the car show.

Photo 6

Jack Schneider's J2, with some racing history in the display boards, at the car show.

Photo 7

Parker Carlyle's Supercharged J2, with two co-driver in the gymkhana.

Photo 8

IMG_6217

Emma with her old Chicago friends at Norskedalen.

Photo 9

Line-up of valve cover cars. Mine is the bright red, fifth from the right, 6-cylinder MGC cover with a little clown, made about 30 years by my mom, as the driver.



land MG Club and at the University Motors Summer Parties in Grand Rapid, MI. I searched everywhere for my MG valve cover car, in the house, in the garage, and in the garden shed. Finally found it, still wrapped in bubble-plastic from our move, under a stack of old MGC interiors. The valve cover technology has obviously advanced a lot since I last did it and my car was outclassed already in the second round (See photo 9). There is work to do before Dillard.

The awards banquet, in the hotel ball room, was very nice although it took a while to present the many trophies for all activities. Next year's GOF Central will be in South Bend, Indiana, June 20-23. We are planning to go as it will again be the

Willard 2022 MG Rodeo and Arts Festival

0715/22

By Dave Peck

StayMGcation

Series 1: Episode 13 Playing Dress Up

Recap: If you missed Episode 11 in the May 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 2022 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. The Peachtree MG Team's mission was to find out who stole the cars and recover them. They flew to Monaco. They successfully recovered Old Number One and three old MGs. After returning home, Pris, aka the "Pink Princess," was elected as the new President of the Virtual Peachtree MG Club. Before the meeting adjourned, Pris announced that she expected "MG Purity" among the members. On the flickering Lucas Website, the Team found Pinch-A-Trailer, which stole rare classic cars and resold them to discriminating buyers. PAT has a showroom in Saudi Arabia. Harry commandeered a container ship to Riyadh, Saudi Arabia where they met Faudi, who would be their interpreter. Arthur and Oliver joined him while Pris stayed behind to monitor things from Georgia. The Team learned they were on Interpol's Virtual Most Wanted List and Faudi was a bounty hunter.

When the Team arrived back at the hotel, Arthur confirmed with Faudi that their MGs were likely delivered to Pinch-A-Trailer. Harry asked Faudi to arrange a rental car so that they could drive to PAT to retrieve their cars. As soon as Faudi left, Arthur told Harry that Faudi was a bounty hunter and would likely betray them for a large reward. They decided they had to pretend Faudi was a legitimate translator because they needed his help. They were also afraid that someone would recognize them from their wanted posters.

When Faudi arrived with a shiny new Bentley rental car, Oliver asked Faudi to take them to a

fashionable men's clothing store so they would dress like locals instead of tourists. Faudi drove them to an upscale haberdashery.

"How do I look in this turban?" asked Harry?

"I think you'd look better in a red turban and a matching robe," responded Arthur.

After trying on different turbans and robes, Arthur, Oliver and Harry found the perfect matching sets. "You'll also need a long beard and sandals," said Faudi. The tailor fitted each of them with a fake stick-on beard and new sandals.

"I have something else you might be interested in," said the tailor.

"Oh yeah, what's that?" asked Arthur.

"I have a special necklace," replied the tailor. "It has a gemstone with the Tears of Allah inscribed in the center. It's 1,000 riyals."

"What's so special about it?" asked Arthur?

"That stone was once worn by Crown Prince of Princes who lived in third century BC. It will guide through life's journey. I'll part with it for 800 riyals, just to make you happy."

After further haggling, Arthur bought the priceless artifact for 700 riyals. He put it around his neck and beamed a broad smile. "Harry and Oliver, I hope you learned something today about how to negotiate a great deal. If you don't start with a low-ball offer, you'll end up paying too much. You've got to be tough, or these Saudi's will take advantage of tourists like us. When we get stateside, I'll list it on eBay for \$1,000, a give-away price." Harry and Oliver were speechless.

“We’ve got to find our cars now,” said Arthur.

“They’re probably at the Pinch-A-Trailer warehouse, since we shipped them in PAT containers,” said Harry.

“I can take you there now,” said Faudi. The three sheiks hopped in the back of the Bentley. The ride to the warehouse was uneventful.

When they arrived, Faudi explained to the PAT salesman that he had three wealthy Saudi businessmen who were interested in buying three old MGs that fit the descriptions of their respective cars.

“You’re in luck today. I just received a shipment of the MGs that fit your needs,” said the salesman.

Harry whispered to Arthur that the MGs looked identical to theirs. “Can we look around to see what else you have for sale?” asked Oliver.

The salesman gave them a tour of the PAT showroom. There were many old MGs, Triumphs, Austin Healeys, Jags, Lotuses, Rolls, Morgans, and even a Jensen. When the salesman posed a question to the Team, Faudi always answered for them.

Arthur sensed the salesman was becoming suspicious that the three sheiks were imposters. “How much for the three old MGs that just arrived?” asked Arthur.

“Normally, \$100,000 U.S. dollars, but today we are running a special sale, so \$99,000.”

“I assume you have good title.”

“If you need a title, that will be an extra \$1,000 per car. The title can be in any name and any state or country. All of our titles are customized to fit the needs of our customers.”

“Why so much for just a title?”

“All of our cars are ‘hot’ which means we picked them off the street ‘as is’ without a title. We use Photoshop to create a title that’s indistinguishable from the original title. You’ll be able to register the car anywhere in the world.”

The Team briefly considered their options. Should they just take their cars by force and drive off? Should they offer to pay full price with a small down payment and finance the rest through PAT? Should they tell the truth and trust PAT will return their cars to them? Faudi made inquiries and learned that PAT has security guards, only accepts cash, and possession is nine-tenths of the law. There was one time when someone tried to cheat PAT. The PAT dealer keeps the cheater’s head in a glass jar on his desktop.

“WE’LL BE BACK” were the last words spoken by Arthur as they drove away.

To be continued next month

August 7th

Caffeine and Octane News

400 Ernest W Barrett PKWY NW,
Kennesaw, GA 30144

Please submit your British Vehicle for consideration.

C&O is highlighting British Vehicles at Caffeine and Octane Atlanta on Sunday, August 7th at our new location Town Center at Cobb!

In order to create the best display, we will be selecting examples across a variety of models & generations from all submissions received. We have a limited number of spaces reserved in the Central Lot for approved entries, so we will not be able to approve all applications! So if you are not selected, we still want everyone to attend, but you will need to arrive early and park in one of the Exhibit Lots, as only approved British Vehicles with an official British Special Display Area gate pass will be allowed to park in the Central Lot. We are looking forward to an awesome British display!

Please complete the form below and upload a picture for consideration. We will notify you if your submission is approved or not approved for the Special British Vehicle Display Area in the Central Lot by Friday, July 29th at the absolute latest. But we try to respond before that date.

****All vehicles approved to display in this special area of the Central Lot will be notified of their approval by July 29th and will receive an Official Gate Pass email on Monday, August 1st, and must RSVP within the Gate Pass email to finalize their spot & activate the barcode on the official GATE PASS. This GATE PASS must be presented at the gate in order to access the reserved spaces.**

We are looking forward to a unique and very cool British Special Display Area at the next C&O Atlanta!

Name*

First

Last

Email*

Phone Number (optional)

Club Affiliation, if any

YEAR*

MAKE*

INCENTIVE FOR CLEANING YOUR DRAWERS AND CLOSETS



As many of you know, I am teaching a workshop on creating Fascinator's during the Southeast British Car Show at Dillard. We will be embellishing and creating using milliner's techniques.

I am reaching out to the Peachtree to see if anyone has stashes of woven ribbons, beads, feathers, silk flowers and costume jewelry (pins, odd earrings or bits and bobs that aren't too heavy) that they are willing to donate for use during the workshop.

We will put these items to good use! And as a bonus, you get to start decluttering drawers, shelves and cabinets!

Please let me know if you have any contributions.

Barbara Flexner – bflexner@hotmail.com

British Sports Car Club of Memphis

Memphis Euro-Fest 2022

In support of
Youth VILLAGES.
The force for families

60 Years of Euro-Sports Cars

Saturday September 24, 2022
7410 Memphis-Arlington Road
8:00 am to 3:00 pm

Hosted by the  British Sports Car Club, LTD., Memphis, TN www.memphisbritishcars.org/eurofest 



Crown Center 2405 Grand Blvd. Kansas City, MO 64108

Goodwood Revival Tour 2022 August 20-September 13, 2022

hotel situated just 6 miles from Goodwood

A luxury 14 day classic car experience

We have put together an amazing package that will allow classic car enthusiasts to be part of the unique experience that is the Goodwood Revival Festival, one of the world's premier classic car motoring events.

The Goodwood Revival Tour, which is fully escorted throughout, takes place from August 20 to September 13th, 2022. [web link](https://www.backwatertours.co.uk/open-tours/goodwood-revival-silver-tour-2022/?mc_cid=e0af5ccda5&mc_eid=e46c42cb50) (https://www.backwatertours.co.uk/open-tours/goodwood-revival-silver-tour-2022/?mc_cid=e0af5ccda5&mc_eid=e46c42cb50)

Get ready for the Valve Cover Races at Dillard, GA



Dillard, Georgia



Shoals British Car Club

Serving the Shoals Area British Car Enthusiast

24th ANNUAL BRITISH CAR SHOW

September 9 & 10, 2022

Joe Wheeler State Park
Rogersville, AL

Free to the Public

British Car Owners/Participants visit:
shoalsbritishcars.org

\$25 per entry prior to Sep 1st, \$30 per entry after Sep 1st, \$10 second entry, no additional charge over two entries.

Friday Night Events for Participants

Dutch Treat In Lodge
5:00 PM - until?

Saturday Events for Participants

Car Show..... 8:00 - 3:00 PM
Registration..... 8:00 - 11:00 AM
Place Ballots in Car..... 11:00 - 11:30 AM
Voting..... 11:00 - 1:30 PM
Awards..... 3:00 PM
Dinner with Cars Show Friends..... 5:00PM
Dutch Treat in Lodge Restaurant

FOR JOE WHEELER STATE PARK LODGE RESERVATIONS, CALL 1.800.544.5639.
Room Rate \$95 + Tax + 1st night Only Fee \$4 (Event code 3037)

For information/questions, Please call Eddie Agos, 256-710-3456. Leave a message. Your call will be returned.

WEBSITE: shoalsbritishcars.org EMAIL ADDRESS: patricia67@comcast.net



Dillard, Georgia

Registration Is Open!

(www.peachtreemg.com, **Dillard 2022 tab**)

The Southeast British Car Festival

Dillard, Georgia

September 15-18, 2022

The Peachtree MG Registry presents:

A Southern British Car Weekend in the North Georgia mountains

All marques of British cars and motorcycles are invited to participate.

Drive-in movie, self-driving tours, guided tours, wine tour, British Car & Motorcycle Show, local arts and crafts, silent auction, great food, and fellowship.

Hosted by The Peachtree MG Registry at

The Dillard House Inn, Dillard, GA.

Peachtree MG Registry, Inc. is affiliated with





FUN! FUN! FUN!

Formula One and Formula Fun!

Valve Cover Racing Rules – Formula One

(For the competitive)

1. Valve covers must be from a British marque.
2. Maximum wheelbase, axle to axle, is 24"
3. Maximum track, wheel center to wheel center, is 12".
4. Maximum weight is 30 pounds.
5. Each car must have 4 wheels.
6. Maximum wheel diameter is 6".
7. The only motivational force is gravity.
8. Cars must complete the run down the 20' long track.
9. Each race will consist of up to three heats. Lanes will be swapped between heats. The winner of two heats will advance to the next round.
10. Any car crossing the centerline and interfering with the opponent's car will be disqualified for that heat. You will not be disqualified if there is no interference.
11. The first car to cross the finish line is the winner.
12. Car owners are responsible for catching/stopping their own cars.
13. The start gate is controlled by an independent person.
14. All cars must be designed so that they are held in place at the start gate by the forward most portion of the car. No portion of the car can break the vertical plane of the start gate.
15. The object is to have fun; you are required to do so.
16. No one is allowed to beat Mike or Barry! (LOL)

The rules are designed to make the racing equal. If your car does not fall into them perfectly, contact a Valve Cover Racing official and discuss your problem. We will make an effort to get your car in the race.

Valve Cover Racing Rules – Formula Fun

(For the whimsical, creative and fun-loving)

Disregard most of the above rules! This class is for the young or young-at-heart. Points will be awarded not only for speed, but also for creativity, aesthetic appeal and the personality of the participant! Rule 15 above will be enforced!

Decisions of the race officials are final!

A Personal Invitation to British Car Owners and Previous Britfest Entrants

The **Grand Strand British Car Club** would like to thank you for your past support of our car shows and wish to extend to you a special invitation to attend our **Ninth Annual Myrtle Beach Britfest Car Show** to be held on Saturday, Oct. 1, 2022 at **The Market Common** of Myrtle Beach!

The **Myrtle Beach Britfest** will be held at **The Market Common** located on Farrow Parkway between Highway 17 Business and Highway 17 By-Pass in Myrtle Beach. In addition to all of the beautiful British cars and our hospitality shade tents, only a block away is The Market Common which boasts lots of shops, restaurants and a cinema so your weekend will be packed with fun for everyone!

Dash Plaques will be given to all early registration entrants and will be available for most late and “day-of” registrations. **Award Plaques or Trophies** will be presented to winners in each class. **Special Awards** will be given for “**My Favorite British Car**” and “**Best Picnic Presentation**”. And back by popular demand will be an “**English Tea**” featuring a contest for the “**Best Hat**”. Special “Britfest” t-shirts will also be available. Food vendors, restrooms, local restaurants, and shopping are available nearby all day!

A Welcome Reception will be held Friday night from 6:00 p.m. until 9:00 p.m. We will meet at the car show field (The Market Common, corner of Hackler St. and Johnson Dr.) under the Big Tent at which time we will hand out Pre-Registration Envelopes and pre-ordered T-shirts. Food trucks will offer a variety of cuisines for your purchasing selection (BYOB).

Special Room Rates Have Been Arranged at The Hilton Garden Inn Myrtle Beach / Coastal Grand Mall (pet friendly). Check the club’s website for additional information as it becomes available.

Friday Evening Reception:

6:00 – 9:00 pm Meet at the Show Field

Saturday Events Agenda:

9:00 am Show Field Opens to Parking

11:00 – 12:00 noon English Tea and Best Hat Contest

11:00 am Late Registration Closes and Voting Begins

1:30 pm Popular Voting Ends

2:30 pm Awards Presentation, Raffles, Etc.

Off-Road Trailer Parking available next to show field.

If you would like to show off your British automotive beauty, then you need register online today (or fill out and mail a registration form). Early registrations by Sep. 1 are \$25 first car entered plus \$15 for each additional car entered. Late registrations after Sep. 1 are \$30 first car entered and \$15 for each additional car entered. There are over 30 classes from which to choose. Register early and plan to stay all weekend to soak up the fun!

For more information contact Dick Foltz, Myrtle Beach Britfest Committee Chairman, at DickFoltz@icloud.com or tel. 843-457-9574. Or visit our website at www.GrandStrandBritishCarClub.com. This will be a fantastic event, and we would hate for anyone to miss out on the fun!



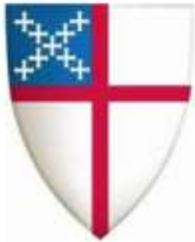
Red Door Festival Car Show is Back!

Many may remember that we had an all British car show at the Episcopal Church of the Holy Spirit in the fall in Cumming, GA, for a couple years. The show stopped because of construction associated with expansion of the church and then the pandemic. I am pleased to announce that the Red Door Festival and the car show will be back in 2022! Please come enjoy the crisp fall weather and the British car show that will happen again on Saturday, October 22nd, on the church grounds at 724 Pilgrim Mill Rd, Cumming, GA 30040. A flyer with more information is included in this newsletter. We look forward to restarting this gathering and hope for a good turnout from the Peachtree MG Registry and all the Atlanta area British car clubs.





**3rd Annual
All British Car Show
October 22nd, 2022
724 Pilgrim Mill Road
Cumming, GA**




at:
The EPISCOPAL CHURCH
of the HOLY SPIRIT

This car show is part of our Red Door Festival with proceeds funding our non-food community outreach pantry program and other ministries. Your registration is a tax deductible charitable contribution.

There will be many other things happening on site including food trucks and children's activities.

Car show registration opens
at 9AM, voting from 10AM to 1 PM, awards at 2:00 PM.
Advance registration is \$20, after October 1st or day of show is \$25.

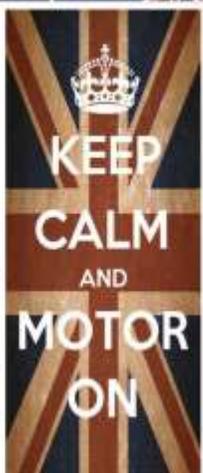
For questions or directions contact Jay Franklin at 770-889-2812

Registration Form

Name(s) _____
 Address _____
 City/State/ZIP _____
 E-mail _____
 Phone _____

Vehicle	Year	Marque	Model	Color
Car #1				
Car #2				
Car #3				

Make Check Payable to: ECOHS



Send to:
 ECOHS Red Door Car Show
 P.O. Box 1010
 Cumming, GA 30028

Registration first car:

- Prior to Oct. 1st: \$20.00
- After Oct. 1 and on site the day of show: \$25.00

Additional cars: \$10.00

Car Show Times:
 Registration: 9 AM to noon
 Show opens: at 10 AM
 Voting from: 10 AM to 1 PM
 Awards at: 2:00 PM



The Fall Mountain Tour XXX

Hosted by Rick Hartlein

Co-hosted by Tom George

The 30th annual Peachtree MG Registry Fall Tour will be **October 25-27, 2022**. The destination is Spruce Pine, NC. Spruce Pine is a great little western North Carolina town with nice little shops and restaurants. There is also much to see and do in the surrounding area.

And yes – for the second 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 near the end of October will hopefully provide for some fall leaf color.

We are staying at the Blue Ridge Boutique Hotel in Downtown Spruce Pine. You may book your reservation by clicking on the link below. Room rates run from \$102 - \$136 plus taxes. Note that you will be charged for one night at the time of booking. To cancel, you must call the hotel at least 24 hours in advance.

Website: <https://www.blueridgeboutiquehotel.com/> (You may need to turn off VPN to access this website)

Click "**BOOK NOW**"

Click the blue highlighted "**Advanced options**"

Click "I have a group number" and enter: **PeachTreeMG2022**

Choose a room and select "**Book Now**"

Enter payment information and book your stay

You must make your reservation by September 15, 2022.

We reserved 16 rooms. More rooms may become available later. The overflow location is the Richmond Inn – about a 10-minute walk from the Blue Ridge Boutique Hotel: If all rooms at the Boutique Hotel are reserved, you can contact the Richmond Inn at 828-765-6993.

Their room rates are \$135 plus tax.

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

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!

Safety Fast!

Rick Hartlein

Greeting Card from Reinout

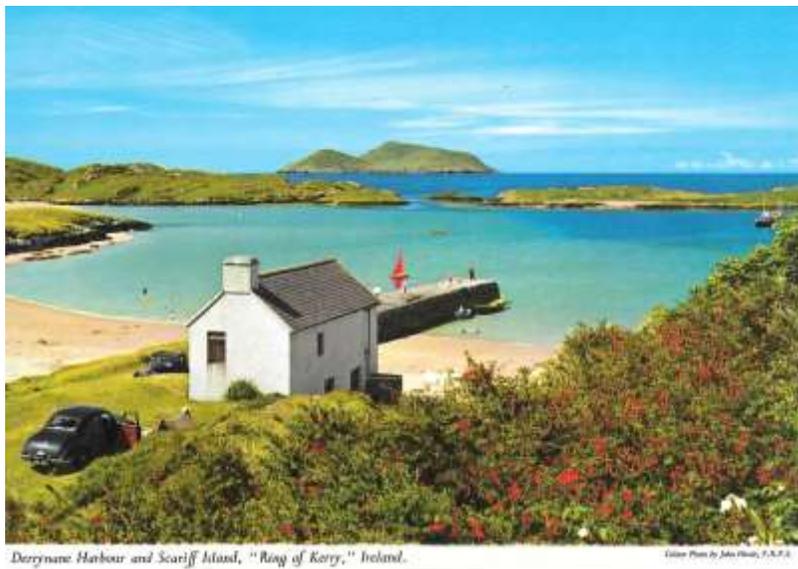
Unfortunately, I don't have any artwork from a Magnette. This card was published by Jenna Publishing in the UK as N0. 6 in their Moros Classics series. It contains "original manufacturers illustrations copywriter to British Motor Heritage Ltd."

These cars have one of the nicest wooden dashes, with half-octagonal speedometer, of all MGs. 12,745 ZAs and 23,846 ZBs left the factory between 1953 and 1958. Along with some specifications the card states "... The respected ZB was replaced by the inferior Farina styled Magnette MkIII in 1959". Quite a denouncement of a model that still sold almost 30,000 cars (MkIII and IV) and is liked by many as a rare and unique MG. We drove a MkIV with an automatic transmission to an MG event in the Netherlands and loved the ride and comfort.



Postcards from Karel

This card, with a Z Magnette, is from Derrynane Harbor in the southwestern tip of Ireland. The two humps in the background are on Scariff Island just off the coast in the Atlantic. The place has seen almost no change since the late 50's/early 60's when the card was made. Google Maps Street view shows that little white building has expanded a bit and of course the Magnette has disappeared. Maybe it fell in the water, as suggested by the yellow warning sign?



Derrynane Harbour and Scariff Island, "Ring of Kerry," Ireland.

Editor: Photo by John Hoad, F.R.S.



Tech

See the latest Tech sessions on YouTube. Just search for Peachtreemg Registry or use the QR code.



Tech Article: August; 2022

Well, a lot has happened since I wrote my last article. We lost Patty's mother on June 24th; two months short of her 91st birthday. She had spent the past years living with us in a suite we added to our home just for her. She is in peace and with her husband of over 62 years. We are doing pretty good and getting used to her not being with us anymore.

I have finally finished with my cataract surgeries, and I will admit colors are brighter but if truth be told, I wish I had never had the surgery. Over two months with poor vision without my old glasses and now, the new glasses seem to be out of focus, and I have a large number of new floaters.

When I walk the dogs and follow them running across the grass, I see what looks like squirrels or rats running with them. Of course, it is just the floaters, but I see them when driving and think things are flying across the windshield. It is very distracting. The glass's problem may be easy to solve but what about the floaters?

We also have a new problem here at the house with wildlife. It almost feels like we are living in a Jack Hanna Wild Kingdom at times. We now have deer that feel perfectly comfortable grazing in our yard. We could approach within arm's length if we wanted, and they do not get spooked. Even the dogs barking their fool heads off (inside) does not faze the deer standing next to our rear doors.

We have had several different turtles visit from a snapping alligator about 20" across to a smaller version to several box turtles having sex to a

yellow bellied something or other turtle lounging near the lake. We have had several rabbits living in the hedge behind our house that the dogs want to chase. And, we have had an armadillo walking across our patio.

What could possibly be next? Oh, a black bear walking down the middle of the road in front of the house. With all this going on, I have not been very busy in my shop. I have an MGB that I need to complete plus a Bug Eye if I decide I can still do all the work it requires and a 1967 TR4A IRS that has been parked since 1978 that I bought to restore with my 7-year-old granddaughter.

Time will tell if today's young people want anything to do with cool old cars or would rather play with some video game. The Triumph needs everything and I do mean everything. Engine locked, all hydraulics shot; you know how well they sit.

Do I have a plan for the restoration? Not a fully developed one just yet but I am thinking of doing what is known as a restomod. This is where one takes a car and restores it using other running gear than the original. Lots of people have done it to American cars. Camaros are a very popular choice as are old Mustangs.

Old British cars are a great starting point for a restomod. MGBs with V6 or V8 engines, uprated suspension, 5 speed transmissions, etc. are a very popular swap. There was even a Midget with a Jaguar straight 6 engine installed as well as an old Mini Cooper with an aluminum V8 installed and running thru the original Mini transmission. Now, people put Honda engines and transmissions in the old Minis.

Continued on next page

So, I will not be doing anything new or sacrilegious. It seems the obvious starting point for my plans would be to select the engine and trans to use. There is a plethora of choices out there. I am looking for 250 to 300 horsepower, light weight, dependability and economical.

One can find almost any engine on the internet, especially from a company called Coparts. They take all insurance totaled cars and list them on their web site. They have locations in just about every state; Atlanta has several locations. You can look up any car you want and most likely, they will have one coming up for auction. Remember, these are all totaled cars. They will have some sort of damage from just scratches to complete flood to fires to wrecks. But, if a car was hit in the rear, the engine and trans are probably good as the car was driving when hit.

And Coparts tells you if the car runs and drives and gives lots of pictures. They list an estimate of current value if fixed and the current auction price. Some go for a lot of money for a totaled car but when it is a Lamborghini, you can understand the high bids. Cars that I will be looking at go for hundreds, not thousands.

I am leaning toward a GM Eco-Tech 4 cylinder, maybe with a turbo and maybe not. I also know the Ford 4 cylinders are pretty good. A good friend had a MGB with a 2-liter Ford OHC engine with turbo that put out 300 Hp and was dependable on the street. A good friend of his drag raced a Mustang with the same engine putting out 1,000 Hp and drove it on Hot Rod magazine's drag week where he had to drive the car from drag strip to drag strip keeping all your tools, supplies and snacks in the car. The distance was about 2,500 miles, with 1,000 Hp in a 4-cylinder engine and no mechanical failures.

Some people have suggested I use an electric drive train but not now or not ever. Electric cars (EVs) are not ready for normal use. A recent story about a woman who rented a Nissan Leaf that retailed new for \$32,000+ to drive on a 1,100-mile trip. She planned her trip on the government's web site for EVs showing all the current charging stations.

First thing she found out was that she could not drive thru the country on back roads, no charging stations! So, she planned her trip based

mainly on charging stations. She thought she could do 220 miles between charges but was wrong. Less than 150 miles most times and she found so many charging stations either not working or crowded. One charge she mentioned cost \$13.75 for a 70% charge that took over an hour to do; and gave her another 150 miles or so. Her trip took 26 hours driving time based on the car's computer with over 11 hours of that spent at charging stations.

Gas would have cost a little more, but the car would have been cheaper to purchase, and her time wasted filling the tank would have been maybe an hour or two at the most. No, this country is not even close to having every one drive an EV. I will stick with gas for now. We installed a solar panel system in our home to reduce our electric bills; prevent outages and eliminate grid increases so we could charge a car for no additional cost if we wanted to, and I still will never get one.

Well, next month I will find something else to ramble about, maybe an update on my valve cover racing tech clinic. Watch for info on it. Until I see yall somewhere soon, bye.

Barry Rosenberg

British Car Service

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britcars@bellsouth.net

SU Carbs John Cork

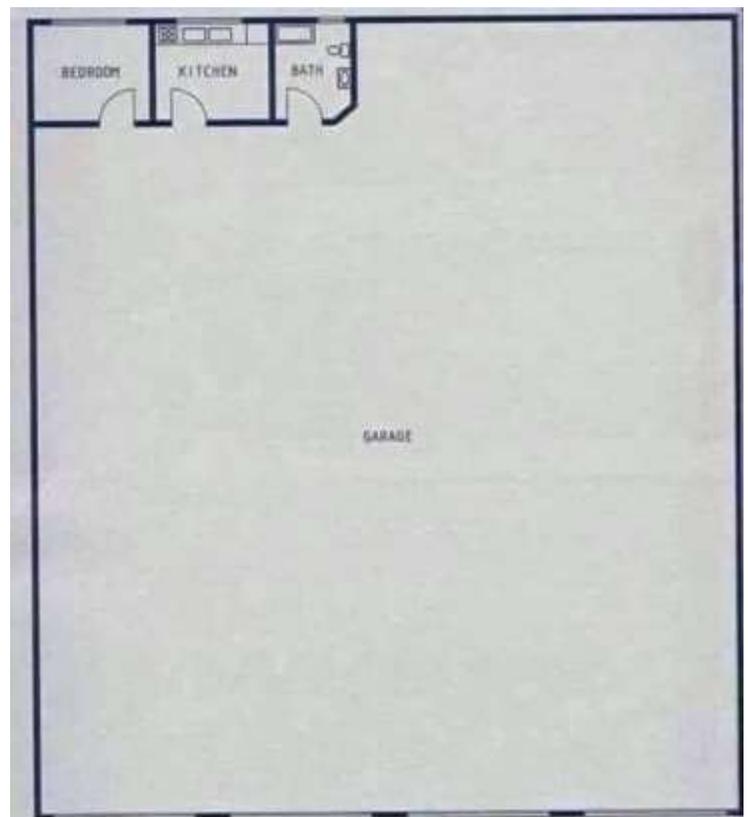
Originally sent to the Triumph Club but also applies to any MGs using SU carburetors. A simple trick that can possibly solve a pesky problem.

My 1959 TR3A cranked just fine but was running very rough. It was almost like it was only running on 2 or 3 cylinders? OK, maybe fuel is not getting to both carbs. Nope, after checking, they are both getting fuel and the floats are working properly. Ah, I'll bet that I have a fouled spark plug or plugs. I put in four new Champion L87YC plugs and no difference. Suddenly, I remembered a **Ric Cline** tip (words of wisdom). I removed the dash pots and wiped the inside with a dry cloth (old T-Shirt). Next, I took a piece of heavy brown paper bag material (never emory cloth or other abrasive material) and wiped out the inside of the dash pots real good. I went one step further and applied a thin coat of spray silicon lubricant. Replace the dash pots and fired up a very smooth running engine. Hey, it may not solve the problem every time but it is a cheap and easy thing to try.

John Cork



Best Home Design



For Sale

**You can find more information and photos on
www.peachtreemg.com "For Sale" tab.**

1976 MGB - Modified, Improved, Restored - \$21,000 OBO

Details and more photos at: https://www.dropbox.com/sh/g2zkwj6spydy7x8/AAAj2p_JWXu6KLGko4aUHCGba?dl=0

Located in Blairsville, GA **Call Terry: 706-400-2961**

1974 1/2 MGB-GT V8 Conversion Project - \$9,500 OBO

A special car with every available option including tinted glass, air conditioning, rear window defogger, and wire wheels. She is 99% rust free and no accidents.

1967 MGB-GT - \$7,500

Here is another great project MGB that I brought over from California about eight years ago

1962 MGA Mk2 Coupe \$30k firm

She's a 100%, body-on restoration, rust free California girl.

1959 MGA Twin Cam, \$72,500

Contact Nanette Sayles 478-955-9238.

Early MGB exhaust manifold for sale.

Completely sand blasted, then ceramic coated, new studs, will significantly reduce heat, \$250
In MOSS catalog a brand new one that is not ceramic coated and does not include studs, \$300.
Scarborough Faire, also not Ceramic coated and does not include the studs, for \$275

I'd be willing to discuss a possible trade for a MGA windshield or MGA framework for convertible top, or sell for \$250

Philip Preston

Cell# 404-630-1969

1969 MGB "Roller"

\$1200 for all

Mike Dennison

678-386-3570

Lilburn, GA

1969 MGB + Trailer - \$2,500

1969 with a 1977 engine. As part of the deal, I am including a 24ft, dual axle trailer with electric brakes. We are about 11 miles off I-75 in Rossville, Ga. I would like to get **\$2,250** for everything.

Robert Willams ncsailor62@gmail.com

1974 chrome bumper MGB for \$2,000

It is at Ric Cline's in Shady Dale, GA.

**John Cork 404-202-4565 cork9663@aol.com or
Ric Cline 770-778-0843.**

More information on Peachtreemg.com website

1950 MG TD - \$29,900
Marty and Pat Shane,
 864-718-0315, alis4@yahoo.com.

1953 MG-TD - \$32,500 OBO

This car has been in the family almost 50 years. Car is in Jacksonville, FL. This is a beautiful automobile that won

"Best British Car" in Fallbrook, CA car show.

Only serious buyers/collectors please.
Call Jeff 952-237-7856

1972 MGB - \$6,500 OBO

I am selling this 1972 MGB for a friend whose husband bought it for \$8,500, put about \$5,000 into it, and later died. Located in Lilburn, GA
Keith 678-770-2310

1960 Austin Healey Bugeye Sprite \$16000

John Cripe 404-909-0174
jpcripe@windstream.net

Jefferson, GA



1952 MG-TD - \$19,500 OBO

1250 cc, 4-cylinder, 4 speed manual transmission,- Left hand drive.
Judy Scheve 770-953-3444

King Dick Whitworth British Standard Wrenches and Sockets

King Dick Complete Set - **\$1200 plus shipping**

Snap-On Whitworth British Standard Wrench and Socket Set. This set is also \$1200 plus shipping

Blue Point Supreme Whitworth Open Ended Wrenches. This set is **\$250 plus shipping**

Gregory M. Chait 912.667.1277

GregoryMChait@yahoo.com

Lucas "Flame Thrower" Driving Lights

5.76-inch Lucas SLR576 driving or spot-lamps,

Lanny - LDM9654@gmail.com

**Photos and more information can be found on
www.peachtreemg.com**



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News from Bill Fortenberry

British sports cars have long been rated by how well they can do a "hill climb". Here is a new Brit racecar that sucks.... itself to the ground! Yes, it works opposite of how a hovercraft performs ---- a hovercraft blows air downward, so the vehicle stays slightly above the surface, while this new Brit racecar sucks air to pull the chassis toward the roadway ---- a method of generating down-force, which helps keep the tires firmly on the road during high speed driving and especially during spirited cornering:

<https://www.foxnews.com/auto/mcmurtry-sports-car-batmobile>