



The Registry

December 2022

Peachtree MG Registry

The official monthly publication of the Peachtree MG Registry,



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



President's Message

Blake Aasgaard

Hello PMGR Members!

I've realized of late, in these several passing years, there seems to exist, if not a magnificently-overwhelming tide, then perhaps, significantly *more..*, of the newer model humans about, with the capacity for observance, and I dare say, reason! Just this year especially, I have encountered many persons yet bound by parental sustenance, expressing sincere appreciation for the general manner of transport peculiar to our sort. This remains terribly encouraging for me, and to the prospects of our world in the coming New Year.

Thank you so much to our incoming Officers, Vice President, Dave Peck, and Secretary/Treasurer, Abe Cheij for accepting these nominations!!

I might say our incoming President, Eric Starzinger, is a lucky man, but it was his immense knowledge of our beloved marque, and his kind and engaging manner which produced this team. It's going to be a great year!!!!

The December Membership meeting will be our Annual Holiday Party at the Atlanta Motorsports Park and will include (weather permitting) a few laps around their glorious track! Be sure to not miss this wonderful opportunity for your Little British Car!



Vice President's Message

Well folks,

Where has the year gone? Hard to believe it's almost Thanksgiving and only weeks away for the Holiday Party on December 10th at the Atlanta Motorsports Park. As several people have reminded me, I forgot to put the time - it's from 11:30 till 3ish. Track touring will be at 1:30PM. Don't miss your chance to drive a world-class road racing course!

The Party is also our last general meeting of the year, where we will elect next year's officers. The nominees are Dave Peck for VP and Abe Cheij for Secretary/Treasurer.

Safety Fast,

Erich Starzinger
VP, Peachtree MG Registry

Congratulations PMGR

William Morris, Lord Nuffield, presented the MG car club of England with a trophy to be presented to the year's most impressive regional club. This tradition was carried on with a sterling silver cup for the North American market. We, the Peachtree MG Registry, were presented with the award, being one of the three clubs sharing the award this time.



Blake, Larry, Erich



December 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 Kassow Kruise (See PMGR Calendar for details)
4	5	6	7	8	9	10 Holiday Party 11:30-3:00 PM
11	12	13	14	15	16	17 Avondale Lights
18 Chanukah	19	20	21	22	23	24
25 Christmas	26	27	28	29	30	31 Happy New Year!

Upcoming

Holiday Party - December 10th, 2022
11:30-3:00 PM

Atlanta Motorsports Park

Once again, the Holiday Party will be at the Atlanta Motorsports Park near Dawsonville. It will be \$25 per person this year. The menu will be brisket, pulled pork, a vegetarian entree, vegetables, holiday themed deserts and sweet tea. We will also be doing track tour, included in the price - - even in the rain last year it was a blast! If you've never had the chance to get a driver's-eye view of a world-class road course, this is your opportunity!

You can pay online by logging into PeachtreeMG.com. Select "Members Only" then "PMGR Store". There you will click on "Holiday Party". You can pay with a credit card or PayPal. **For Credit Card, just follow the prompts, but if it shows "Shipping \$6, scroll down and select "In Person" to avoid the shipping charge.**

*For PayPal, log into your PayPal account, select "Send", and enter "Treasurer@PeachtreeMG.com" -- It's that easy! Please enter "Holiday Party" in the **Memo** section, just to help keep our records straight.*

Or: Make checks payable to PMGR with "Holiday Party" in the Memo space. Send checks to:

Larry Norton, 2515 Wild Iris Lane, Dacula, Ga 30019

Questions? Contact me at 404-663-5352

Atlanta Motorsports Park

Upcoming Tech Session

Many of you may remember the Tech Sessions at Bob Wagner's shop in Decatur, GA. Since the pandemic, and since Bob moved to Cumming, GA, we haven't had our, more or less, annual Tech Session there. Well, we'll resume in February 2023. More details will follow when the date comes closer. The program will consist of a very special, never seen, movie of the famous 1966 Le Mans race. Yes, that's the one where Ford beat Ferrari, and it's the one shown just a few years ago in a major-theater movie with Matt Damon as Carroll Shelby and Christian Bale as Ken Miles. This movie contains new footage about how the race was run. Bob Wagner will explain. We'll keep you posted.

Holiday Lights Tour

On Saturday December 17, we're again going to check out the Holiday Lights in Avondale Estates. Many houses around the lake and in a few adjacent streets are nicely illuminated and decorated.

We'll meet at **6:00 PM** at **Little Cottage Brewery**, 120 Olive St, Avondale Estates to taste a beer while waiting for it to get completely dark. Then we drive around, following a route that passes by most all of the residences and the village Christmas tree and end at a local place to warm up, or dry out if it rains like last year, with a drink and a bite.

RSVP suggested but not required. For information please call Reinout at 847-342-9804 or email reinoutvogt@gmail.com

Little Cottage Brewery, 120 Olive St, Avondale Estates,
Ending place, t.b.d. depending on weather and availability,
Avondale Estates.



Save the Date

Atlanta British Motor Car Day

May 7, 2023

Field Trip??



Best of Britain is at Simeone Foundation Automotive Museum,

· Philadelphia, PA ·

2023 is the 100th Anniversary of the founding of the MG Car Company in Abingdon-on-Thames and the Simeone Museum will be honoring this legendary marque with the “Best of Britain” devoted to just MGs. We are hoping to have over two dozen examples in the show, spanning the pre- and post-war models. The show will run from February 11 to February 26, 2023.

To find the very best examples we can, we are asking you to send us your nominations for cars you think would be appropriate. Please send us your submissions using the form below and include the year and model MG, owners name and contact information, along with a photo or two representing the car. Also include any details on the history of the car you think are especially interesting. We will select one example of each variation of MG so not all nominations can be accepted. Following on Dr. Simeone’s philosophy, extra consideration will be given to original “preservation” cars.

Visit the link below to submit your car and for more information.

<https://bit.ly/3TJ7m9Y>



Join Us at GOF-South 2023 & NAMGAR Regional April 20 Through April 23, 2023

GOF-South 2023 welcomes all MG cars from the Marque's conception to the end of production in the Abingdon Works.

We have Teamed with NAMGAR to include a NAMGAR Regional Element to the Program.



The Program Includes:

- > Two Judged Car Shows (First Timers and All Comer's Show)
- > Technical and Informational Seminars
- > Self Guided and Group Drives to Interesting Local Destinations
- > Reception and 'Meet & Greet' Buffet
- > Awards Banquet
- > Event Regalia
- > Door Prizes, Raffles, and Silent Auction

Event Host Hotel: The Best Western Gateway Grand Hotel and Spa, Gainesville, Florida
Special Event Rates Available

Arrive Early, Stay Late and Make it an Excuse for a Spring Vacation in Sunny Florida



Your Host: MG Classics of Jacksonville, Florida

Event website: <https://www.gofsouth.org>



Come
**ROCK N'
 ROLL** with us at

NAMGAR GT-48

June 12-16, 2023

Memphis, Tennessee

Home of Blues, BBQ and Graceland!



Host Hotel

Hilton Memphis
 939 Ridge Lake Blvd
 Memphis, TN
(Special rate with registration)

Local Features

- Self-driving Tours
- Fun Road Rally
- Multiple Tech Sessions
- Valve Cover Racing
- Graceland
- Sun Studio
- National Civil Rights Museum
- Famous Beale Street



MG2023

CALGARY

ALBERTA



The Calgary MG Car Club is proud to have been chosen to host the North American MGB Register's annual convention in 2023. The event will take place in the City of Calgary, Alberta, Canada from July 17-20th inclusive.

Our host hotel is The Deerfoot Inn and Casino in the city's southeast. <https://deerfootinn.com> We are planning on site and off-site activities for the duration of the convention and urge participants to plan early arrivals and/or late departures, to avail themselves of the many varied activities and attractions this vibrant city has to offer.

Within the city, the world-famous Calgary Exhibition and Stampede ends its 10-day run immediately before the convention, we have penguins, and periodic "penguin walks" as well as a dinosaur park and the garden conservatory with its amazing variety of butterflies at the Calgary Zoo and many on site attractions and activities at Heritage Park with its steam train, sternwheeler, and static attractions where you can spend hours or days gazing back into Alberta's Pioneer history.

Outside the city there are many sights and attractions to enjoy, including the Bomber Command Museum of Canada at Nanton, Tyrell Museum of Paleontology at Drumheller, and world-famous National Park destinations, Banff, Lake Louise and Columbia Ice Fields, not to mention hundreds of miles of roads and trails, with their breathtaking vistas, coursing through the foothills of the Rocky Mountains virtually at the city limits.

Please mark your calendars, pack your passports and bags, and plan the vacation of a lifetime to this spectacular part of the world, while enjoying the camaraderie of like-minded MG enthusiasts.

Come early, stay late and take advantage of our legendary western hospitality, and the amazing reduced hotel rates offered by our host facility.

Come horse around in Calgary with us next summer.



July 17-20, 2023

Web: mg2023.org

E-mail: info@mg2023.org

Birthday Celebrations

December

Melissa	Bosso	13-Dec
Mary	Braswell	5-Dec
Paul	Bresnan	28-Dec
Judson	Chapin	3-Dec
Heidi	Cohen	24-Dec
Dennis	Crissey	13-Dec
Melanie	Curtis	14-Dec
Brittany	Franklin	9-Dec
Manny	Gil	14-Dec
Jan	Golden	17-Dec
Lee	Henderson	31-Dec
Marianna	Hill	25-Dec
Michael	Holmes	13-Dec
Peggy	Horansky	1-Dec
Judith	Human	3-Dec
Larry	Ice	9-Dec
Kent	Jackson	18-Dec
Marion	Kriwanek	14-Dec
Sheila	Macolino	5-Dec
Carl	McKinney	12-Dec
Jane	Miller	17-Dec
William	Moon	27-Dec
Sondra	Neuburger	12-Dec
Phil	O'Brien	8-Dec
Peter	Pernice	4-Dec
Ann-Marie	Rubino	17-Dec
Richard	Springfield	27-Dec
James	Webb	14-Dec
William	Wood	11-Dec

January

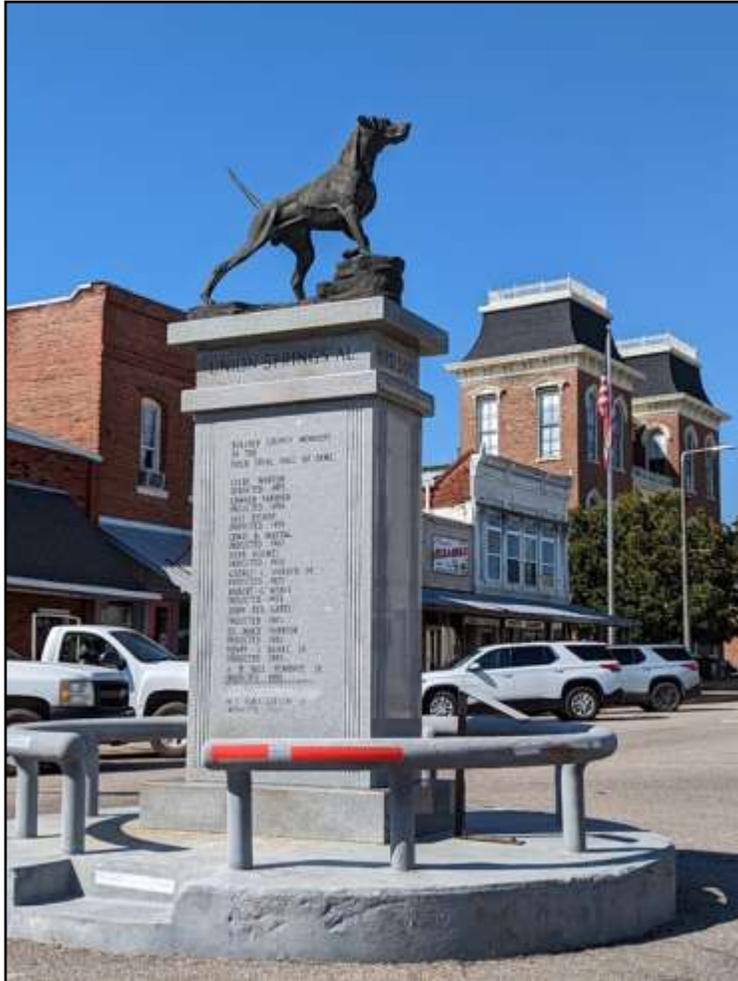
Linton	Atkinson	23-Jan
John	Brockman	25-Jan
Jeff	Browne	13-Jan
Gloria	Cheatham	22-Jan
Manuel	Diaz, Jr.	11-Jan
Tom	Fisher	19-Jan
Melissa	Guidice	11-Jan
Rick	KinKade	19-Jan
Bruce	Kosbab	31-Jan
John	Kreimer	1-Jan
Darleen	Laughran	21-Jan
Linda	Longenbach	12-Jan
Thomas	Meeks	5-Jan
John	Miller II	20-Jan
Gayle	Norton	3-Jan
David	Peck	26-Jan
Frank	Richards	18-Jan
Mike	Russell	4-Jan
Joseph	Scce	15-Jan
Abby	Skilling	9-Jan
Gail	Tansy	14-Jan
Joe	Tew	7-Jan
Denise	Thompson	29-Jan



ORF

There's no ORF in December, so here's some Travel Trivia, courtesy of Jack Orkin

Union Springs, Alabama calls itself the Bird Dog Field Trial Capital of the World. Field trials are a



competition to display a bird dog's ability to successfully point out the hiding places of quail. While riding on horseback, dog handlers, judges, officials, and a gallery of spectators follow the dogs that run along with designated courses. In 1950, the first National Shooting Dog Championship, an amateur free-for-all, was sanctioned and held on the hunting preserve known as Sedgefields Plantation, an area of land that consists of approximately 14,000 acres. The acreage was purchased in the late 1920s by Lewis B. Maytag who is known as the originator of the Maytag line of appliances. In the middle of downtown, there is a Bird Dog Monument and a Field Trial Mural.



News

The Fall Mountain Tour XXX The Blue Ridge Parkway – a Perfect MG Road Glen and Jill Moore

When we purchased Jill's MGA, we thought that the Blue Ridge Parkway should be a destination as the twisty road would provide a great driving experience. The announcement of the Fall Mountain Tour in *The Registry* got our attention as the avenue to make the dream of driving the Blue Ridge Parkway a reality.



On Wednesday of the Tour, the day set aside for activities in and around Spruce Pine, we chose to travel on the Blue Ridge Parkway, north to the Linn Cove Viaduct. Two other MGs joined us for the journey – Reinout and Henneke Vogt in their MGA, and Jim and Bobbie Unger in their MGB V8.

Having other MGs on the journey made the adventure much more enjoyable.

Enjoyable it was. Exceeded our expectations. The bright, colorful leaves created a beautiful scene, constantly changing along the way. The road was filled with curves, allowing the MGs to demonstrate their great handling skills. The



skies cleared after a morning fog, giving clear and distant views at the many overlooks. Every time the group stopped at an overlook to enjoy the view, other travelers would come to admire the MGs and ask questions. One woman said: "I don't care about the leaves and view; I want to see the MGs!"



The weekday schedule for the Fall Mountain Tour was a great benefit in driving the Blue Ridge. There was much less traffic than would be present on a weekend. The clear road allowed the MGs to set a speed that made the curves a bit of a challenge.

The endpoint of the northern tour was the Linn Cove Viaduct, a bridge with multiple curves

hanging off the side of the mountain. The building of the parkway began in 1935 as a WPA project during the depression. Construction continued for decades, but this one section was not completed due to the steep, almost vertical side of the mountain. A new construction technique of attaching segments in a cantilevered manner allowed the viaduct to be built in 1983.



A trail passes under the viaduct and wanders among some impressive rock formations. A hike along the trail provided views of the construction and of the mountain terrain and flora.



The Blue Ridge Parkway proved to be the most enjoyable drive in an MG. A great adventure. It may be one of the best MG roads in the world. Many thanks to Rick Hartlein for planning and organizing the Fall Mountain Tour, enabling our dream of a parkway tour to come true.

See Jack Orkin's "Drive to Fall Tour"

<https://youtu.be/HGM9sAPjpUM>

Fall Tour 2022

Reinout Vogt

Brrrr... one of the first cold mornings in Atlanta was Tuesday, October 25, the first day of the 2022 Fall Tour. The destination this year was Spruce Pine, North Carolina, about 50 miles north of Asheville. Rick had devised a great route, which basically consisted of two transport sections and two gorgeous mountain sections full of elevation changes and twisties. We began, as usual, at the Panera in Alpharetta and took GA400 to Cleveland where more participants joined. From there we followed Rick on the first mountain section through North Georgia, picked up more participants in Blairsville, and stopped for lunch in a park in Franklin, NC. The temperature had gone up and the sun and blue sky made perfect weather for transport section number two to bring us to the final mountain section, partially on the Blue Ridge Parkway to Spruce Pine. At the parkway visitor's bureau, we were joined by Glen and Jill Moore, from Florida, in their beautiful blue MGA Coupe. Although we had quite a group, with 17 cars total; 4 x MGA, 7 x MGB, 1 x Midget, 1 x MGF, and 4 x OM (one of those a Tesla S), we had no problem finding our way and keeping the group together. Rick's most innovative, varying scale, maps made it easy for us to anticipate any turns and, for the most part, keep his MGB GT in sight. A minor problem with the throttle cable of Phil O'Brien's and Allison Fichter's MGA was resolved with Barry Rosenberg's helping hands and a spare cable from Jack Orkin.

We stayed in the Blue Ridge Boutique Hotel, a newly renovated old high school, only a walking-bridge across the railroad tracks away from downtown Spruce Pine. Rick had reserved tables for all to have dinner together at Gustoso Ristorante, and even convinced the owners to stock up on IPAs for the group to enjoy. Before retreating to our rooms, we enjoyed the company and great stories in the hospitality room that the hotel had set-up for us, as specified by Rick with a refrigerator for our beverages and snacks.

Wednesday each went their own way, individual or in smaller groups, to enjoy the many things the area has to offer. We joined Glen & Jill and Jim and Bobbie for a drive up to Linn Cove Viaduct. See their story in another article in this issue.

Wednesday afternoon we had a fantastic Happy Hour. With 'Two For One' from the drinks we had put in the refrigerator (thank you Rick) ourselves and live entertainment by club member, singer, songwriter, and guitar player par-excellence Theresa Gaffney.

Dinner was at the Grassy Creek Golf & Country Club. They were maybe a little overwhelmed or understaffed and it took quite a while to get food and checks. But with drinks from the bar and being all together on two long tables it didn't really matter at all; you spend time with friends. And whether you spend the time with friend at the dinner table or afterwards in the hospitality room at the hotel doesn't make any difference. Actually... we did both and, even better, enjoyed more music by Theresa.

Thursday, we had an outstanding breakfast at the DT's Blue Ridge Java in Spruce Pine. We had already packed and drove the MGA as to avoid the scary walk bridge. For the return trip, we set our phone GPS on 'avoid highways' which took us, along with Phil & Allison and Rick & Cheryl, on roads that must have been the most scenic roads in the area that are not called the Blue Ridge Parkway. Eventually we made it back to Clayton, GA for lunch and to split our ways to go home.

It was another fantastic Fall Tour, and we all owe Rick Hartlein and big Thank You for organizing and keeping us all safe, entertained, and on track. We can't wait for the 2023 edition.

Shelter at The Parker Meadows Complex in Franklin, NC was the perfect spot for lunch.





Susan Hunter and John Scarpucci leading the way to dinner at Gustos across the scary walk bridge in Spruce Pine.



The table with tour leader Rick Hartlein, waving and enjoying dinner and IPAs at Gustoso Ristorante, with Barry and Susan Rosenberg, Kathy George, Brad Dryden, and Gail and Larry Norton (clockwise).

Theresa Gaffney performed for us in the hospitality room at the Blue Ridge Boutique Hotel.



Beautiful early morning vistas on the way to Linn Cove. Note that fall foliage and the clouds are both straight ahead. That's how high we, and how low the clouds, were.



News from Bill Fortenberry

Among modern cars, and especially among today's crop of new cars, manual transmissions have become more and more rare. But fear not, one Brit carmaker is coming to the rescue - Mini Cooper! Now you can send your grandkids to a high performance stick-shift-school, before you let them try their hand (and left foot) at driving your classic British sports car:

<https://www.foxnews.com/auto/mini-stick-shifts-teach>

November 2nd ORF



Photos
by
Gary Whiting



The British Driving Season, and a Grand Day Out

Peter Robinson. Nov. 2022

My favourite time of the year is September thru March (in the South) as none of my classic cars has a/c. Anyway, these past few cooler times prompted me to drive my Mini to events at Suwanee and Dillard, and my '93 Landie to Norcross where I discovered several fellow Brits that came "out of the woodwork" with their various Land Rovers -as the featured marque. Following this, I made my annual trek to Euro at BMW Greer, SC -which now has matured to its 25th year. Living about 10 miles from the BMW plant for 15 years in the 1990s and the early 2000s I regularly took my MGB to Euro and usually got a second place in my class ...never first, never third! So, from that recent era of a regular plethora of British cars at Euro of all shapes and sizes, it is interesting to note that there were only about 20 British cars among the 220 European cars - noting that I drove my 1984 Porsche 911, -oops! Nevertheless, there were many interesting early European cars as well as the exotic Ferraris et al. Maybe a Brexit thing?

Driving a classic car in Metro Atlanta is often a challenge, particularly in a Classic Mini, and for me/us, most events involve driving through the traffic rage to get to the event. So, the ORF event on 02 November, was one of the best I have attended in a long while. Ouk Hee and I set sail in the Mini at 6 am from Covington for the IHOP at Dawsonville -to be greeted by smiling faces, decent weather, and a score of true Brit cars. After (2nd.) breakfast, we had the quiet winding roads of the Dragon Eyes to ourselves, and enjoyed the leaves and views, while hoping to stay away from the trees on the sides of the twisty trail! British cars are so happy on windy lanes, while I always think "big blocks" are happier in a straight-line. Lunch was at Hofbräuhaus, Helen, where, during conversations, a guy was looking for "the Mini owner." Turns out he was from Florida, up to see the leaves, but was anxious to show me photos of his 6 Minis (pick-ups, vans, travelers, etc.) that he has rebuilt at his home in Florida. So, 360 miles later and 12 hrs. later, we arrived back at Covington, and crawled out of the Mini. ...Oh well Peachtree, time to get my MGB moving again.

Thanks to all who organized this wonderful event.



Not a Lot of British Content but a Lot of Fun!

Jack and Kathy Orkin

After the Renaissance EuroFest that we told you about in last month's newsletter, we continued our adventure by driving to the Mississippi Gulf Coast for the huge event known as "Cruisin' the Coast". Also known as "America's Largest Block Party", this weeklong event draws every imaginable type of vehicle to cruise the 30+ miles of beach-side Hwy. 90 from Bay St. Louis to Ocean Springs to showcase their rides. The magnitude of this event is mind-boggling. This year, the 26th annual event, had 8,025 cars from 45 states pre-registered. By the end of the week, 9,618 cars were registered! It is estimated that the economic impact to Mississippi from CTC is \$31 million! And we contributed our share!

On Sunday, Oct. 2, we drove down Hwy. 49 from Jackson to Biloxi. Except for the first few miles south of Jackson, the road was in good condition all the way to the coast. As we were driving along, it was obvious which cars were also heading to CTC. Along with the cars being driven, there were also many car haulers heading that way.

We arrived in Biloxi in late afternoon and before we checked in at our hotel, we cruised down the beach to Gulfport and back, about a 25-mile round trip. The weather was beautiful and even though this is the first day of an 8-day event, people had already staked out their viewing locations with pop-up tents and folding chairs! This is as much a spectator event as it is a participation event. As the days go on and more and more cars arrive, the number of spectators along the route increases also.

Back at the hotel, we parked the car for the night and walked across the street to eat at one of our favorites – Mary Mahoney's. Turns out that it is not open on Sunday, so we walked one more block to The Half Shell Oyster House, another one of our favorites, for the first of several yummy sea food meals.

Monday was another beautiful day, and the forecast was for more of the same all week. Because of the number of cars registered, they staggered registration so the first part of the alphabet could pick up their packets on Monday and those in the second part (us) would go on Tuesday. Since we wouldn't register today, we drove east to Pascagoula and past Ingalls Shipbuilding where they build most of the ships for the U.S. Navy. We stopped for coffee, picked up a few sundries and then cruised back down the coast to the Coast Coliseum where the autocross was being held. The event was open to any registered car, but we went just to watch. My Hagerty towing allowance isn't enough to get me home if I broke the car auto crossing! It was a very nice and very large course, and the event was well run. They were able to safely have two cars on the track at the same time. Along with all the muscle cars and hot rods there were also quite a few very modified pick-up trucks running. And some were pretty quick!

After watching the autocross for a while, we decided to go back to Mary Mahoney's Old French House for a late lunch/early dinner. Mary Mahoney's has been a fixture in Biloxi for more than 50 years, in a house that is more than 300 years old with a live oak tree in front named The Patriarch that is supposedly 2000 years old! Mary passed away in 1985 and her family still runs it. Google the restaurant for more interesting details and history.

Continued on next page

Peachtree Registry 2022



CTC always has some celebrities making appearances and this year Joe and Amanda Martin of Martin Bros. Customs were there as well as Cristy Lee. Iron Resurrection with Martin Bros. Customs is a show I enjoy watching and it would be cool to see them in person. As we drove into the parking lot, I noticed an old pick-up truck with the Martin Bros. Customs logo on the side. Maybe Joe and Amanda were eating here, and we could sneak a peek in the private dining room they would surely be in. We were led to our table and were seated two tables over from Joe, Amanda and

Cristy! After another wonderful seafood meal, we left, and they were still there. We got back in the car thinking they would be leaving soon, and we might get a chance to say hi without the usual hordes. But it was not to be. I guess they were enjoying their quiet time before they had to go make their appearances. So, I pulled the car around and took a picture with their truck!



We filled the car up with gas and headed back down the beach highway for another nighttime cruise. Again, it was just beautiful weather, cool, clear and light traffic. Even though this is only day 2 of an 8-day event, you can see in this short video, people are already staking out their viewing location on the sides of the road.

<https://youtu.be/FKVm6ptWX8E>

Tomorrow morning, we would go to a Cruise-In at the Margaritaville Resort just down the street.

Tuesday was our day to check in at Cruise Central to pick up our packets. We knew from experience that the registration area would be chaos in the morning as everyone would go early to get their packets. So, we went to the cruise-in at the Margaritaville Resort in the morning. The number of cars there overwhelmed the available parking space, but it was a good start to the week of car watching. There was a wide range of gorgeous and interesting cars to see. Joe and Amanda Martin were there as well, but I decided I'd rather look at cars than stand in line for an hour just to

get a picture with them! Here are some examples:



When we finally just couldn't walk anymore, we got in the MG and drove down the beach highway to Cruise Central where we would check in.

Cruise Central is on a 92-acre piece of land that is part of what is now Centennial Plaza. It was once the home of a Naval training facility and a large VA hospital but damage from Hurricane Katrina forced its closure. The buildings were later renovated and turned into two hotels. Cruise Central uses a large part of the undeveloped portion of

the property. Registration becomes a cruise-in itself as hundreds of cars parade in, park on the grass under the live oak trees and the registrants make their way to the registration tent. We were expecting a long wait in line to pick up our packets but were surprised to see almost no one in line. This was the afternoon of the second day of registration, but we were still surprised. Here are a few pictures of the well-run registration tent where 9,618 registrants were processed and pictures of a few of the cars.









After registering and looking at more cars, we had a late lunch at Felix's Restaurant and Oyster Bar. This is a location of the original Felix's in New Orleans, and it was just as good!

<https://youtube.com/shorts/8AKNniDV7j4?>

Later tonight is the flame throwing competition. This is a fun but wacky event where contestants pump fuel out their exhaust pipes and ignite it, resulting in huge flames. Sort of like an automobile afterburner. A huge crowd showed up for this creating traffic and parking problems, but I got lucky and found a small, Midget-sized place no one else could fit into!

Tomorrow is the big "Biloxi Block Party" – the cruise-in that takes up the entire downtown area of Biloxi.

Wednesday morning, I thought we would get to Biloxi early to get a good parking place downtown, but no one told me that even though the event was scheduled to start at 8:00, people started arriving about 6:00, or earlier!

We ended up in a parking lot a couple of streets over from the downtown, along with hundreds of others who didn't know either! Cars are parked on the streets and in parking lots over about 8 blocks of downtown, which is closed to traffic.

There are a LOT of cars to see here! And, of course, Joe and Amanda are making an appearance. But again, I prefer to look at the cars than stand in line for a photo.







This was our last full day at Cruisin' the Coast. It has been a lot of fun, a lot of good food and lots and lots of really cool cars. Tomorrow the cruise-in is at one of our favorite venues - Ocean Springs, and we will stop there on our way home.



Thursday morning, we packed up the car and drove east to Ocean Springs for the cruise-in. We were a little late in arriving but got lucky when someone pulled out of a space right downtown and we gladly took it. Ocean Springs' downtown is lined with huge live oak trees and is a really nice walkable area with lots of shops and restaurants. And, today, it is filled with really nice cars!



The Midget was in good company with a nice Bronco on one side and a nice Corvette on the other. And people were looking at the cute LBC! We did see a handful of British cars while we were here, including a TR6, XKE and 3(!) Metropolitans.



Oh, and Joe and Amanda Martin were making an appearance here, also. And today, there was hardly anyone at their booth. I walked right up, and they had the pleasure of meeting me!!



Here is a short video of us leaving downtown Ocean Springs:

<https://youtu.be/rigey5QSLjQ>

This event is a fun way to see a large number of vehicles that have been very creatively customized or beautifully restored. We met a lot of nice people from all over the country and, of course, had some great seafood! If this piques your interest, check this out:

<https://cruisinthe coast.com/>



The End

Willard 2022 MG Rodeo and Arts Festival

11/15/22

By Dave Peck

StayMGcation

Series 2: Episode 1 Camel Rescue

Recap: If you missed Episode 14 in the September 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 and 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. The Team learned Pinch-A-Trailer (PAT) stole rare classic cars and resold them to discriminating buyers. PAT had 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. After a botched attempt to recover their MGs at the Addiriyah car show, Faudi pulled out his sword and was about to behead Arthur, Harry, and Oliver who were all kneeling.

Just as Faudi was about to behead Arthur, the Team heard thundering hooves. They watched in disbelief as a camel rode right into Faudi, knocking him to the ground. The camel turned around and stepped on Faudi's chest pinning him to the ground. The rider threw gloves down on Faudi. The camel rider dismounted and stood right in front of Faudi who was slowly getting up. The rider pulled off a white burka.

"Well, well, well, what have we here? If it isn't the Pink Princess herself? You're just in time to join the party." Faudi pulled out a small notepad and pencil from his pocket. He seemed to be doing some addition, undoubtedly re-totaling his bounty with Pris's head thrown in. Faudi picked up his double-edged sword and started flipping

it in the air. By this time, a large crowd had gathered around. Arthur, Oliver and Harry looked at each other in disbelief; Pris had come to save them and now was she was going to join them.

Pris reached in her camel's saddle and pulled out the small baseball size alarm clock that her grandfather had bought for her in Monaco. The clock was emblazoned with the tricolor French flag—vertical stripes of blue, and red. She stretched out her arm and opened her hand so that everyone could see the spherical clock.

Oliver screamed out, "She's got a nuclear detonator!!"

Harry piped up, "60 seconds to blast!"

Arthur wasn't about to be left out, "Blast range two kilometers!"

When the crowd saw Faudi run off as fast as he could, everyone started running in all directions. Within seconds the place was deserted.

Oliver, Harry and Arthur burst out laughing. "What took you so long to get here?" asked Oliver.

"I took the flight from Atlanta to Riyadh. Got in yesterday morning. No problem! Thanks, grandpa, for the ticket and paying for my trip. This morning I took a taxi from the hotel to the camel rental place, just like you told me," replied Pris. "But when I got there, the camel guy told me they weren't any camels for rent today because they were having camel races. So, I told the guy that I was there to race. He said I couldn't race because I didn't have a camel license and girls couldn't race. So, I showed him your camel license that you had given me. He obviously didn't look at it too closely because he said it was fine. I told him I was an experienced camel racer, and I could beat anyone else in the race. I pulled out a wad of riyals and showed them to him. He tried to snatch the money from my hand, but I pulled my arm back."

Oliver wasn't buying Pris's story. "Now hold on a minute, don't you know that betting is illegal in Saudi Arabia? You could have been arrested and had your hand cut off."

"No one told me gambling was illegal. But anyway, I wasn't betting; I was just going for a short camel ride, so he gave me a camel with a very uncomfortable saddle."

"How did you find us?" asked Arthur.

"I tracked Grandpa's phone. As soon as I had his GPS, it was easy. "

"We've got to get out of here," said Harry.

Arthur was concerned they had no way out of their predicament. "But we don't have a car or a translator. How are my going to get our MGs and the stolen MGs back from PAT?"

"I have an idea," said Pris. "Let's take an Uber back to the hotel, get dinner, and tomorrow we can figure out what to do next."

"I have a better idea," suggested Oliver. "They don't have Uber in Saudi Arabia. By this time, the Bentley is probably back at PAT. Let's take a taxi to PAT and get the Bentley, hitch the trailer back up to Bentley, and head directly to the port. If we move quickly, we can probably get to the trailer before it's unloaded. We need to leave tonight, or we'll spend the next 10 years in prison."

Oliver picked up Faudi's sword, which he had dropped before making his hasty departure. Arthur hailed a taxi passing by. The driver

stopped, picked up the Team, and drove them to PAT.

The Bentley wasn't parked in front, so the Team snuck around to the back. The Bentley was backed up to a loading dock. There were three or four armed guards surrounding the trailer, which was still attached to the Bentley. The Team decided that Pris should be a decoy to entice the guards away from the trailer. Pris skipped out to a place where the guards could see her. She began singing loudly and provocatively removed her white burka. The guards jeered her, and one threw his shoe at her. Pris began singing even louder and pranced around as if she were a harem dancer. The guards called her a harlot. They charged at her. Since the guards were preoccupied with Pris, Harry, Oliver and Arthur got in the Bentley. The key wasn't in the ignition. Harry reached under the dashboard and pulled out a red and black wire, touched them together, and off they went.

Pris was now running alongside the Bentley with the guards only a few feet behind. Oliver opened the rear passenger side door, so Pris jumped in. The Team quickly sped away.

Oliver drove to the port. There were police everywhere checking vehicles and searching inside cargo containers. It was too dangerous to try and get the cars out of the trailer and into a ship container.

Arthur punched some numbers into his cell-phone. "I think I can get us out this mess. Turn around and follow the directions on my phone."

To be continued next month

Greeting Card from Reinout

Happy Holidays

This Christmas card, titled "Teddy Trouble", is the last one in my collection by the English artist Chris Bazeley. The card was published by Oakwood Cards Ltd. in Great Britain. This is the third time I've used a Chris Bazeley card for the December issue of the newsletters.

Electronic newsletters travel fast and it was only a day or so after the December 2021 issue of The Octagon, the newsletter of the Classis MG Club of Orlando, was published that I re-

ceived an email from Chris Bazeley, the artist. Chris was very happy that his art was still enjoyed "so far from home" and about 30 years after he painted the series of Christmas cards. You can see more of his art here:

<https://www.chrisbazeley.uk>



Postcards from Karel

An MGB GT with a surfboard on its roof-rack at Stanborough Lake in Welwyn Garden City, just north of London.



Tech

Tech Article: December; 2022,



Coming up with a new topic every month is getting difficult for numerous reasons. One, I can't remember what I wrote about recently. Two, I have written about most things related to our cars. Heck, I have even written about stuff having nothing to do with our cars. And this opening paragraph seems familiar. This month, I think I will write about EGO.

What do I mean by this? Ego is the force that makes a lot of owners of any car, not just old British, do things to their cars that serve no purpose other than to satisfy an ego. For instance, if you drag race your car, a turbo or super charger may be worthwhile investment. But if you just putt around town then the only reason to install something like a super charger is only for ego or vanity. To say, look at me and my car when you go to shows.

It is the same for fancy aftermarket wheels. Most of the time you do it only for the looks. It should be done because new wheels are truer than old steel or wire wheels and run a little smoother. Putting new tires on is fine as they will ride better and safer. But using a tire black goop to make you tires shine is only done for looks and ego. Rear disc brakes on a MGB or Triumph provides no better braking but the look cooler.

Now, don't get me wrong, I have been making money from people's ego for over 48 years. I very much appreciate them. I have tried my best to curtail some of their egos when they came in and asked for an engine rebuild but would like a 3/4 race cam installed. First, there is no such thing as a 3/4 race cam. Second, any time you upgrade a cam, you need to upgrade lots of other things in your engine.

I used to refuse to do the cam upgrade until they drove their car another week and then told me the highest RPM they used. If they were under 4,000 to 4,500 RPM, I told them the stock cam would be better for their driving style. And they only wanted the 3/4 race cam for bragging at shows. They all were very happy with the results of the rebuild.

My philosophy has been to do what your car needs that will make it better for how you use it and not worry about what other people think about what you are doing to it. Do you remember the Ansa or Stebro exhaust systems of years gone by for our cars? They sounded great back then except for those made for the Triumph TR6.

That system would produce a droning sound at cruising speed that would drive you crazy after a short drive thru the country. We would just about beg customers not to use it. But their ego said it looked cool with the twin chrome tips. We would save their old system for a couple of months after installing the new Ansa. Better than 50% came back to have the old system reinstalled. So, they paid to have the old system removed; the new system installed and then reverse the process. See, I said we used to make money from egos.

Ego work can get very expensive and time consuming. Look at some of the cars that win big national shows like all the concours events now occurring or the hot rod shows where they select the most beautiful hot rod in America. Those cars are built to show off someone's abilities and how much money they have. Some of those beautiful hot rods cost over \$150,000 to build and then never see more than a few hundred miles of black top surface.

I suppose it could be called art, but I do not think Van Gogh ever spent more than a few guilders or francs for his works. I like beautiful cars built for shows only. As I said, I spent 48 years making money doing similar, but not nearly as good as the concours cars.

For a while, I worked as an architect designing homes. I designed and built two of Patty and my last homes. There is a certain style home I like, and I know I could get the same space in a lot simpler style, but I like a lot of wood and exposed beams in my homes. This is my wanting to show off a little as I, yes, I, have a small ego. I don't need to hear any comments from yall about this.

We also installed a solar panel system, and it not only provides most of the electricity for our home during the day, it also greatly reduces our electric bills (last one was \$27). And it provides lots of conversation topics for us to discuss. Part cost savings, part safety, and part ego. It "ticks all the boxes" and I suppose that is why car people do what they do.

And I am the same. When I paint an engine after a rebuild, I only do it one way. It has to be with hardened acrylic enamel as that shines the best, holds up to the heat and chemicals that get spilled on the engine and gets the best comments from people.

So, the moral of this story is: everyone has an ego. How you let that control you is up to each individual and up to his ability to pay for what his ego demands. In relation to cars, I still say don't let your ego define what you want done to your car. Do to it what it needs to be the best car for how you drive and what you want it to do.

I hope no one gets offended by this article. I am only trying to save yall some time, money and aggravation. But as I have always said, it is your car so do what you want with it and don't listen to me. Although, you may regret it later.

I guess I will stop insulting yall now and end. I really hope you each have a great holiday season. I wish yall all a very happy Thanksgiving, a very merry Christmas and a happy Chanukah. And of course, have a safe and happy New Year. Hope to see yall somewhere soon.

Barry Rosenberg
British Car Service
770-689-7573

MG Marque by Charlie Collins

More to know about Tires

Do those red and yellow paint dots on tires mean the tires are on sale? Is there something wrong with tires marked with these dots? Do the dots indicate where or when the tires were made?



Nope, nope and nope. Here is what's really going on with these dots: Because it's nearly impossible to manufacture a perfectly balanced, perfectly round tire, manufacturers identify any irregularities with these dots of paint. The dots then help service technicians correctly install and balance the tire. Properly balanced tires and wheels are critical to driving comfort and safety, and those paint dots help make that happen.

Where Are the Paint Dots Placed?

The yellow dots identify where a tire weighs the least — the lightest point on a tire. The yellow dot should be lined up and directly next to the valve stem, which is the wheel's heaviest point.

The red dots identify where the tire is flattest — the lowest point on a tire. The red dot should be directly across from the highest point of the wheel, which is usually indicated by a colored dot or a notch on the wheel.

If a tire has a yellow and red dot, the red dot takes precedence when balancing the tire.

Con't on next page

Con't from previous page

Why Are These Tire Dots Important?

The yellow and red dots indicate inconsistencies in a tire's weight, construction and structure, which can cause them to vibrate when spinning. Vibrating, unbalanced tires can negatively affect ride quality, fuel economy and braking effectiveness, among other things. A vibrating tire/wheel assembly makes controlling your vehicle more difficult, especially at high speeds, and can increase stopping distance.

What Causes a Tire To Get Out of Balance?

Tires become unbalanced when the weight around the tires and wheels is no longer evenly distributed. These are some possible causes:

- Tire/wheel assembly becomes lighter as tires wear.
- Tires are over or under-inflated.
- Improper alignment results in abnormal tire wear.
- A wheel weight has fallen off.
- An improper wheel or tire repair.
- Leaky valve stem replacement.
- Cold mornings cause "flat-spots."
- The car has been sitting in one place too long.
- The wheel is damaged from hitting a pothole or bouncing into a curb.

To extend tire life and even out wear, check tire pressure and rotate tire/wheels every 5,000 to 8,000 miles. However, if you notice vibration while driving, you'll need to have the pros balance the tires.

(Information from The Family Handyman internet site)

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For Sale

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

Please contact the seller if you have questions.

**Lucas "Flame Thrower" Driving
Lights**

Lanny LDM9654@gmail.com

1978 MGB \$10,000 OBO

**Warren K Neuburger 404 431 9285
http://wneuburger.gmail.com**

1969 MGB "Roller" \$1,200 for all

Mike Dennison 678 386 3570

**1960 Austin Healey Bugeye Sprite
\$16,000**

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

1953 MG TD \$32,500 OBO

Jeff 952 237 7856

1972 MGB \$6500 OBO

Keith 678 770 2310

1979 MGB \$16500

Frank 404 617 9910

1952 MG TD \$26,000

Dennis McHugh 404 545 5570

1969 MGB + Trailer \$2250

**Robert Williams ncsail-
or62@gmail.com**

1974 MGB \$2200

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

1948 MG TC \$33000 OBO

**John Russell 828 349 5222
jr@northcarolinamountains.com**

MGB Various Parts

**Mark Norment 770 851 0809
marknorment@yahoo.com**

1959 MGA Twin Cam \$72,500

**1974 1/2 MGB GT V* Conversion Project
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1967 MGB GT \$7,500

1962 MGA MK2 Coupe \$30,000 firm

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Brake light is fixed!