



# The Registry

February 2021



# Peachtree MG Registry

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

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***Don't forget to Renew Your Membership***



## Classy in my Classic!

AvivA Hoffmann, President, PMGR



Thank you to all who joined our first general meeting of the year. Although virtual, I believe it was a success. A big thanks also to our special guest, Doug Clark, an MG enthusiast from Chicago, for hosting a light-hearted Virtual Scavenger Hunt. Look out for more fun interludes at future club meetings.

During the Zoom session, we established we will continue to hold our monthly meetings online for now. In keeping with tradition, the meetings will be held on the second Sunday each month – except where it conflicts with a holiday. Then, we'll shift the meeting to the following Sunday. So, please plan to attend our next Zoom session on Sunday, Feb. 21. The meeting will begin at 6:30 p.m., with half an hour of socializing, and the business portion starting at 7:00 p.m. Again, there will be another fun element, once the work is done. I'd like to encourage everyone reading this to please attend your club meetings. I think you'll be surprised how engaging they can be (despite being virtual).

So far, we haven't experienced much harsh winter weather, but I know everyone has been directly or indirectly impacted by the pandemic. I'm wishing you all the best as we navigate through this. I'm really looking forward to the spring season when more people will get vaccinated and we hopefully find more opportunities to get together on beautiful days that lend themselves to gorgeous MG drives!

We are continuing to populate the event calendar, so be sure to keep tabs on the club website for new events and updates. Despite the uncertainty around the virus, we have made the decision to forge ahead planning events and making adjustments as the situation warrants. I welcome your ideas and contributions for possible activities, to make this an exciting year.

One consideration for the calendar: some members have briefly discussed organizing a joint trip to attend the MG International 2021 in Atlantic City, NJ. (Provided it actually takes place.) Please get in touch with me if you would like to be part of that group.

The club also needs to firm up which charity we'll be supporting this year. So far, we've discussed the Georgia Mountain Food Bank as a co-recipient with The Atlanta Community Food Bank. Please provide your input before – or during – the next club meeting, so we can finalize this choice.

Don't forget to renew your membership (if you haven't done so already). And as always, please feel free to contact me about any club subject on your mind. I welcome your involvement.

Happy Valentine's Day and Safety Fast!

# FEBRUARY 2021

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2 Groundhog Day	3	4	5	6
7 Super Bowl	8	9	10	11	12 Chinese New Year <b>Lincoln's</b> Birthday	13
14 Valentines Day 	15 Presidents Day <b>Washington's</b> Birthday 	15 Mardi Gras	17 Ash Wednesday	18	19	20
21 Membership Meeting 7:00 PM 6:30 Social	22	23	24	25	26 Purim Starts	27
28						



**Club Officers  
and  
Committee Chairs**

**President:**

**AvivA Hoffmann**  
[president@peachtreemg.com](mailto:president@peachtreemg.com)

**VP & Events Coordinator:**

**Blake Aasgaard**  
[vp@peachtreemg.com](mailto:vp@peachtreemg.com)

**Secretary/Treasurer:**

**Larry Norton**  
[treasurer@peachtreemg.com](mailto:treasurer@peachtreemg.com)

**Technical Co-Directors:**

**Reinout Vogt & Phil O'Brien**  
[tech@peachtreemg.com](mailto:tech@peachtreemg.com)

**Membership:**

**Steve Ratcliffe**  
[webmaster@peachtreemg.com](mailto:webmaster@peachtreemg.com)

**Historian:**

**Erich Starzinger**  
[historian@peachtreemg.com](mailto:historian@peachtreemg.com)

**Regalia:**

**Reinout Vogt**  
[regalia@peachtreemg.com](mailto:regalia@peachtreemg.com)

**Webmaster:**

**Steve Ratcliffe**  
[webmaster@peachtreemg.com](mailto:webmaster@peachtreemg.com)

**Newsletter Editor:**

**Madell Dobrushin**  
[newsletter@peachtreemg.com](mailto:newsletter@peachtreemg.com)

**Membership renewal period  
Jan 1st to Mar 31st.**

**Memberships expire Apr 1st.**

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

You can renew by following these steps:

- Log into your PayPal account.
- Select "Send Money". (\$25)
- Where it says "Email",

Then enter:

[peachtreetreasurer@gmail.com](mailto:peachtreetreasurer@gmail.com)

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

If you prefer to renew by check, send \$25 payment to:

**Peachtree MG Registry**  
**c/o Larry Norton**  
**2515 Wild Iris Lane**  
**Dacula, GA 30019-2098**

If you have any questions regarding the club, call (866) 279-9728 and leave a message. A club officer will return your call asap.



# Meeting Minutes

## Peachtree MG Meeting Synopsis

January 10, 2021

A Zoom meeting was held on Sunday 1/10/21 commencing at @ 6:30 PM for social comments with the meeting being called to order by President AvivA Hoffmann @ 7:00 PM.

AvivA welcomed everyone to her first meeting as President with the hope we can get back together in a more personal format in the future. She then introduced our new VP, Blake Aasgaard. Blake spoke about his recent retirement from the Guard and giving back to the club. He mentioned something about “B” this or that during the following couple of minutes.

Treasurer report by Larry Norton – In our December meeting it was voted by those present to “top up” our contribution to the Aurora Day Camp to a total of \$4000. A check was issued for \$2440 and received by Greg Hill, Executive Director, who wrote a nice thank you letter read by AvivA. An insert by Paul Flexner was included in the January newsletter. Renewal checks will now come directly to the treasurer who will then inform the membership chair for updating. Signature cards need to be updated and will be handled offline after this meeting.

Membership report by Steve Ratcliffe – We have 48 renewals and five new members since the first of the year.

Tech Session by Reinout Vogt – Two Zoom sessions are planned for January. 1/16/21 @ 10:30 AM with Neil’s Restorations concerning Pertronix and one on 1/30/21 by Jack Orkin on weighing your MG with a bathroom scale.

Regalia report by Reinout Vogt – We have car badges, window stickers, lapel pins and name badges in addition to the items available from Lands End. It was mentioned that each new member should get a

window sticker and we should also offer for sale should someone want to put one on another car.

Historian report by Eric Starzinger – No Report

Social Media report by Kathy Orkin – Reported we have 98 members on our Facebook page, Peachtree MG Registry Group. She encouraged to let others know about the page and ask them to join.

Newsletter report by Madell Dobrushin – February is mocked up and waiting on articles for insertion.

Webmaster report by Steve Ratcliffe – the publisher of Just British online magazine is doing a write up since he attended Dillard. Steve will put this on the web site when he gets it.

100 year show was discussed as being in 2023 with very early stages and no report as of yet.

Discussion was held regarding the events for 2021 that should be included on the calendar. Some events will need follow up.

A question was asked by AvivA what the group thought of the second Sunday meeting time and if we should look at something else. The consensus was to leave as it is for a 7:00 PM time. Adjustments can be made if the date falls on a holiday. The main business meeting was over approximately at 8:00 PM and an online scavenger hunt was then conducted. **Next meeting will be 2/21/21** to allow for Valentine’s Day on the 14th

Submitted by Larry Norton, secretary/treasurer.

After meeting game is on the Trivia page.



# Happy Birthday!!



We would love to recognize your birthday, anniversary or other happy occasions. Please email me at [newsletter@peachtreemg.com](mailto:newsletter@peachtreemg.com).

### February

- 2/2 Seeley, Janice
- 2/4 John Scarpucci
- 2/6 Brad Curtis
- 2/7 Ginger Vawter
- 2/9 Philip J O'Brien
- 2/10 Bobbie Unger
- 2/11 Stephen F Bettes
- 2/11 Henneke Vogt
- 2/15 Michael Dennison
- 2/17 Bart Lehman
- 2/17 Dennis j McHugh
- 2/17 Gary Whiting
- 2/19 Sharon Prince
- 2/21 David Appleby
- 2/22 Steve Birchfield
- 2/23 Russell, Joyce
- 2/23 Karen Stewart
- 2/25 Michael Dennison
- 2/28 Renee Struttmann

### March

- 3/3 Sean Lawson
- 3/8 Brendan C Glover
- 3/9 Dennis P Somerville
- 3/11 Stephens, Nancy
- 3/12 Moose Stoval
- 3/13 Janet Petree
- 3/16 Stephen W Cohen
- 3/18 Susan Atkinsone
- 3/19 Neil Estes
- 3/19 Richard O Schloemer
- 3/19 Anne Walton
- 3/20 Rick A Hartlein
- 3/21 Philip B Clark
- 3/21 James Zavorski
- 3/22 Macolino, John
- 3/23 Larry Norton
- 3/24 Arlene Dafrico
- 3/26 William Perkins
- 3/28 Debbie Levy
- 3/29 Marjorie Hartlein
- 3/30 Ted Stewart



**MG INTERNATIONAL 2021**  
**ATLANTIC CITY, NEW JERSEY**  
**14 - 17 JUNE 2021**

THE REGISTRATION WEBSITE IS NOW LIVE





## Members Speak

### WHAT'S MY CAR WORTH?

BY TOM GEORGE

Years ago, on the old Speed Channel/Velocity Network there was a show about valuing cars presented by their owners to some experts before going to auction. They would look at the car, drive it and give an opinion on what they thought it would bring at auction. The owner would also give his opinion, but most of the time one of the two experts were correct and the owner usually overvalued his car.

I think this is common with most of us as we are more invested in our cars - knowing the blood, sweat, tears and dollars that we have into them. We find it hard to separate our hearts from our heads in asking a correct price for our cars. A more objective third party looks at it for what it is worth as whatever it is. After all, it's only really worth what someone is willing to pay for it.

With this in mind, I thought I would take a look at the 2020 sales for MGBs to see what they are worth. Most of the members of the PMGR own at least one MGB, some more than one, and it is probably the most popular (common) LBC in our fleets.

In starting my research, I thought the easiest way to go about it would be to look at Hagerty's Valuation Tools and then compare that to auction results in the past year. This proved to be more difficult than I thought because most of the major collector car auctions after the first quarter of 2020 where either canceled or done virtually with smaller numbers of lots. As an example, neither Mecum Auctions nor Barrett-Jackson sold an MGB in 2020 according to my search on their websites. Mecum last sold one in 2010.

I did find some results for 2020 auctions from Bonham's and RM Sotheby but they were European auctions and I wanted to compare the US market solely. I even looked a Hemming's to see if any sales had gone through on their Classic Car Marketplace, either for auctions or individual sales; no luck there either. Then I hit the motherlode on Bring a Trailer, the online collector car auction web site.

Bring a Trailer, or BaT, turned up 78 total MGB auction

sales in 2020 alone. More than enough to make a reasonable comparison to Hagerty's Valuation Tools and to provide enough data to do multiple analysis of the current market. So I dove in head first to see what an MGB is really worth.

As my baseline I used the Hagerty data. They compile auction sales, individual sales and values from their underwriting of insurance policies to determine a car's value. Because they are constantly updating the data the valuations are pretty closer to real time. Hagerty breaks down MGBs into 5 basic categories - GTs and then Roadsters Mark I through IV.

The GT category is further broken down by years from 1966 to 1975. In looking at 1966 vehicles Hagerty values a #3 rated (Good Condition) MGB-GT at \$6,200; a #4 (Fair) at \$3,200 and the best of the best #1 (Concour) at \$25,400. The 1975 model is \$4,500, \$2,500 and \$18,300 respectively. I would think that most of our cars, because they are mostly cars that are driven and not trailered, fall somewhere in between the #3 and the #1 condition cars; probably like a #2.5 if there was such a thing. So it's fairly easy to determine value of your car if you can be honest about condition. Hagerty provides definitions for each of the categories #1 through #4.

Roadsters for Mark I through III are fairly consistent in value with #3 cars in the \$8,500 - \$10,000 range; #4 cars in the \$3,000 - \$4,500 range; and #1 cars in the \$25,000 - \$30,000 range. The exception being the Mark IV rubber bumper cars where values across the board are about 20% less. I think values for Mark IV will increase also as the prices for the other Marks go up. These will be the entry level MGBs of the future.

As stated, it's only worth what someone will pay, so what did buyers on Bring a Trailer pay in 2020? There were 78 total sales of MGBs on BaT last year with a high price of \$28,750 and a low of \$4,003 for an average price of \$16,376.50 and a median price of \$10,500. I dug a little bit deeper and looked at 4 total categories within the 78 sales: all chrome bumper cars, all rubber bumper

cars, modified cars and GTs. Modified could be anything from full-blown race cars to 5-speed transmission conversions, most being engine or transmission swaps or both.

Chrome bumper cars (66 which includes GTs) lead the way with the high sale at \$28,750, low sale at \$4,250 for an average sale of \$16,500 and median sale of \$11,500. Within that the GTs (20) had a high sale of \$27,500, low sale of \$4,250 for an average sale of \$15,875 with a median sale of \$14,150.

There were 15 Modified cars (which includes chrome and rubber bumper cars) sold for a high sale price of \$27,500, low sale of \$5,500 (a Brooklands Renaissance from Canada), a \$16,500 average sale price and a median sale of \$18,250. Fewer cars in this category made the

median price above the average, obviously. Once again, bringing up the rear were the rubber bumper MGBs (12). The high sale being \$14,750, the low sale \$4,003, an average sale price of \$9,376.50 with a median sale of \$6,650.

I have a 1977 Mark IV Roadster that I believe is a #3+ car and I would be happy to sell it for \$9,376.50. I think that

would be a fair price and someone would get a great car. I also have a 1972 MGB-GT which is a good #3 car also and would probably be priced about the same, so personally I am happy with these valuations.

Most of us just need to be careful in thinking about the true condition of our cars. Even though it's your baby, very few MGBs are the #1 condition cars we may think they are!



1967 MGB Roadster sold for \$28,750 on BaT on 11/13/20.



Brooklands Renaissance Roadster(Canada) based on a 1968 MGB sold for \$5,500 on BaT on 2/18/20.



1978 MGB with 215 aluminum Olds V-8 and 5-speed transmission sold on BaT for \$14,750 on 8/8/20.

## Peachtree MG Registry Zoom Meetings

Reinout Vogt

On Sunday January 10, our new president Aviva Hoffmann hosted her first monthly club meeting via Zoom (and it was only the second Zoom meeting for the club). The meeting started at 6:30 with socializing. It was much like we used to, getting to the meeting a little bit early to chat with friends, enjoy a drink, and order dinner. Except we were not in the same establishment, and you had to run to your refrigerator for a drink and to your kitchen for food. But the most important part, chatting with your friends in the club, was no different and, I think that I can speak for every one, much enjoyed.

At about 7:00 PM, Aviva opened the formal meeting, which covered all aspects and topics of a regular, pre-pandemic, in person, meeting; old business, new business, staff reports, future events... etc.



At the end of the meeting there was some entertainment. Not the usual trivia challenge by Mike Cook, and no raffle for a gift certificate, this time. Instead, Doug Clark, our guest from Chicago, IL hosted a virtual, self-scoring, in-house scavenger hunt. Doug introduced each item with a funny, sometimes personal experience based, story and showed an example from his own house. We were given about two minutes to search for the item, in our homes, and bring it to the Zoom meeting, holding it in front of the camera, for all to see. Most items were worth two points, some were one or two, depending on how close the item matched

Doug's example, and one item had a bonus point. Most of the 12 items were MG of other British car related and varied from a car model, a book on MGs, a parts catalog, to a special belt without buckle in the front to prevent paint damage while working on your MG. I think that Doug has the only belt like that in the world. None of us scored that item and I don't remember ever seeing one either. The maximum score was 25 points and Steve Ratcliffe beat everybody with his score of 20 while past president Dan Bosso got the booby-prize for scoring no more than 2. However, Steve's and Dan's prizes were identical, a small Matchbox model of a red MGBGT, to emphasize that participating was fun and more important than scoring.

Before the COVID-19 pandemic, few people ever heard of, let alone participated in, Zoom meetings. How things have changed in a very short time. Zoom is now one of the most popular methods to hold meetings, family gatherings, and get together with friends.

Zoom lets participants speak and see each other using any smart phone, tablet, or computer as long as it has a camera and microphone. Zoom is a little bit like FaceTime and Skype, but with ability to have many more people on simultaneously. There are sophisticated controls to manage larger groups but luckily, these are totally transparent to the attendee. The only three controls that the attendee really needs to use are: Mute/Unmute, Camera On/Off, and View. The first two speak for themselves, and View let you choose what is displayed on your screen. Speaker View automatically puts the attendee who is talking to the group on your screen. Gallery View shows several attendees in smaller pictures on your screen. How many people can you see at the same time? That depends, on the size of your screen. Obviously only a few will fit on a smartphone screen while a large monitor of a desk top computer can handle many more.

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be able to connect to the PMGR Zoom mtg. also, no difference. If you have any reservations about attending a Zoom meeting, maybe you can practice a few times with a friend or some one you know to get the hang of it. And if you have never used Zoom, or have questions on how to install it on your phone, tablet, or computer, please feel free to give me a call at (847) 342-9804 or email me at [reinoutvogt@gmail.com](mailto:reinoutvogt@gmail.com). I am no IT expert of engineer by any stretch of the imagination, but I can probably help you get, and set up, Zoom for future meetings. Hopefully, we'll see many more attendees in February.

Why am I explaining all this? Well, there were more than 20 attendees in the meeting and I think that could be much higher and hopefully it will be for the February meeting. If you have used Zoom before to connect with friends or family, you should

## Our True Loves



# Tech

## PerTronix Tech Session Reinout Vogt



Saturday, January 16, 2021 was a First in several ways. Since the pandemic began, the PMGR has not had any tech sessions. And to keep it safe, we did our first ever PMGR Zoom tech session on that day. Our host Neil Estes, club member and owner of Neil's Restorations in Decatur GA, has done many things, with cars, motorcycles, WWII airplanes etc., but using Zoom for a tech session wasn't one of them. And for myself, I had been on several Zoom meetings this past year, but I had never had to log in as a host, assign Neil as co-host, and figure out how to operate the two, without creating audio feedback. Luckily, Neil's place isn't far from me and we could

practice with the WiFi in his shop and the, newly opened, PMGR's very own Zoom account.

For a, remote, audience of about 30 members, Neil explained why they like to put the PerTronix module inside our distributors, replacing the points and condensor; 1) simplicity, 2) less maintenance, gap and timing adjustments, and 3) reliability, because replacement condensers and points have been of varying quality since OEM parts are no longer available. Using the Lucas 25D distributor from a MGB in the shop, he showed how to remove the points and condensor and how to install the PerTronix module.

*Continued on next page*

Neils had the distributor on the bench, along with other components of the ignition system point out many tips and share experiences from his years of fixing cars and installing the PerTronix. Because we used the front camera of an iPhone, clamped to a tripod, the picture was of good quality on our screens, but depending on Internet speeds and WiFi signal strength may have been lower on the devices at the participant's homes. And, as one of the participants rightfully noticed, it gave everybody a front-row seat as compared to 30 people standing in a semi-circle around Neil's workbench in a 'face-to-face' tech session. Also covered were coils and rotors. Coils are so reliable that, according to Neil mentioned that they have 'no known' life span and that he had never seen a failure. Rotors however are a different story. OEM rotors were extremely robust and if you have an old one still working, just stay with it. Neils has seen a lot of problems with the replacements which a rivet on top. They tend to short out and may fail abruptly or intermittently causing misfiring and sputtering. The replacements that look just like OEM in shape, but are red instead of black, and have no rivet on top, are the ones to use as they seem to have the same robustness and reliability as the originals.

Next, Neil installed the distributor back in the MGB, using the little marks he made when he took it out to set the timing approximately where it was, and connected the wires to the coil. Care must be taken here because, despite its great reliability, the one thing that the PerTronix module doesn't like and will terminate its useful live, is wired in with the polarity reversed. As expected, the MGB started right up. Neil then demonstrated how to set the ignition timing, initially at about 12° to 14° advance at idle, with the rubber vacuum hose not only disconnected at the distributor end, but also clamped shut. Then at the

end of the centrifugal advance range, at about 3000 RPM, it should be about 32° to 34°. Well it wasn't and Neil demonstrated at decreasing the advance at idle a few degrees, brought it nicely back at 3000 RPM. Because the engine still idled very nicely, without missing, puffing, or sputtering, Neil left it there and said that it was perfectly acceptable and OK.

At the end of the session, Neil answered questions from the participants, about the PerTronix first and later also about other technical aspects of our MGs.

We, that is Neil Estes and the PMGR, hope that everybody enjoyed the tech session. Please feel free to share ideas, comments, and suggestions on how to make future Zoom tech sessions better or on topics that we can easily cover, online, in future events. You can always call me at 847.342.9804 or send an email to [reinoutvogt@gmail.com](mailto:reinoutvogt@gmail.com).

We hope to see y'all back in one of the next Zoom tech sessions. And if you missed this one, please keep an eye on the club calendar and email announcements for updates on dates, times, and topics. If you like to attend but have no experience with Zoom, let us know too. We can help you get set-up.

Note: There are two companies (that I know of) that repair, restore, and re-curve Lucas distributors. We have no business relation with either one, but here are the names and links, in case you want to contact them: [Advanced Distributors](#), and [British Vacuum Unit](#).

## How to weigh your LBC at home

Jack Orkin

Have you ever wondered how much your LBC weighs? Ever done a modification to your car and wondered how it affected its weight? An easy way to gain horsepower is to reduce the weight. But how do you monitor your car's weight? You could go to a truck-stop scale, but they are designed to weigh vehicles in the 40,000-50,000+ pound range and even if they would weigh your car, how accurate would it be? Another option would be to invest in a set of race scales used to set up race cars for around \$1500. Or you could do it in the comfort of your own garage for an initial outlay of about \$40.

Physics tells us that you can get the weight of your car by weighing one wheel at a time and adding them up. So, you only need one scale that would have the capacity of one-fourth of your car's weight. You can get an EatSmart Precision 550 Pound Extra-High-Capacity Digital Bathroom Scale with Extra-Wide Platform from Amazon for less than \$40. That would give you the ability to weight up to a 2200 lb.



car - sufficient for cars such as a Midget or an MGB. (Note: You could also use two identical but lower capacity scales. Simply place them side by side and place a piece of wood across both platforms.

Then lower the car onto the wood and the weight would be the sum of the indicated weights on the two scales).

The procedure would be to jack up each wheel, insert the scale under the tire, calibrate the scale (directions say to calibrate it each time you move it



– very easy to do), lower the car onto the scale, record the weight then add up the four weights. I was a little apprehensive at first as

the weighing surface of the scale is a plate of glass with a thin, decorative covering of what appears to be stainless steel on top. I figured if it would hold a 550 lb. person without breaking, it should hold a 550 lb. car. Just ease your jack down slowly!

However, it turns out that it is not quite that easy. Physics also tells us that the car must be level for this to work. The scale is only 1" thick and it does not seem like it would make much difference if one wheel is 1" off the floor and the other three are on the floor. But it does. This must be one reason race scale sets have four identical scales that you use simultaneously. To test this, I weighed one front wheel and then one rear wheel with the other three wheels on the ground and then with all four wheels



level. One front wheel was a 21 lb. lighter and one rear wheel was 31 lb. lighter with the car level versus when they were uneven by only one inch!

So, how do you get the car level (besides buying four scales)? Since the scale is 1" thick, I cut 3 – 1" thick boards long enough to fit under the 3 tires not being weighed. As you move from corner to corner, simply swap the scale for a piece of wood.

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Adding up the four corner weights of my car totaled 1741.4 pounds. This is as I drive it – with spare tire, tools, parts, gas, oil, coolant, etc. – everything except passengers and luggage. To check the accuracy of this method, I then drove to a nearby scrap metal recycling facility where they weigh vehicles in and out to determine the weight of the scrap metal they buy. Unbelievably, the lady handed me the slip and it read 1740 pounds! (Yes, it is not exactly the same since the car on the

scrap yard scale is lighter by about one-fourth gallon of gas it took to get me there. But, it's darn close).

So, if you are curious about the weight of your LBC, this method seems to be reasonably accurate and easy to do.



## 50 British Car Words

F Y F B K K V U H A M C G T O C I A H P L A X X U G T U J M U S P L L T Y H B E P K T R I M Q W  
V A L V E M D B A R B I C S I Y H D J W N S Y S G U T Y Y J R O H Y W R E O I L J R O F S I F A U T  
B R I T I S H G Q J I T F G F T F N L W L R P C T Z C S V B R Z H U O O G C L A M P E Z Y B A N P P  
O O T A O U A H V F H A I V V K E Y U H G E A R B O X E I J K R Y H N O R I A U U V N S L S T R O  
M B E R G L W L T P P F K T C E Q D U V N B X G S T I E V M C M D J S Q O J T E A L W Y C J A T  
M Z Q Y O F K M E U Z A N G U P F T X R K P Z A H J K Q I T U F Q F R Y U J I E H Z U B H Y W Q  
A F H O L S Q F C J I U E E M K U D T U X S R E A B P B W P L R V J P H W X V F T D K R K K E N  
G I N E S I S Z E T J A M V T T Q E I J F H U Z I Z N I O F S J T H W I N Z H V F I Z W N E C R P S E  
O F S R S M U F F L E R A H J O G X Y O I Z S E U R C E K L I L N E T T T A B R W E B E R P N W A  
V C O C U G K M R G R I L L E B U R I O R J R D H O H U V H M A N I F O L D S H K S H X I G L W  
I B V A B S R F A N D D E Q J J E C S A F B W Z V R J A I O Q B U E K O G I L S Z J C E B B U M P E  
R H V I U N E S O G C Q U B R E O O V M U G G F L J W P B I Z X U D C Y G K U N N K W T X D Y  
T N E N E Q T W Q Y B H L X K U L V G Q E V O T I H Z O L R A L O T S O R M T G A G P M P X J Y  
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## Tech Article: February 2021,

Barry Rosenberg



I noticed as soon as I started typing this morning that I need to use a bigger font so I can read what I write. It could be age -- I am moving on up the ladder. I have been writing articles for more years than I can remember. There isn't much that has not been written

about in my articles. Once, years ago, there was a full series on a complete restoration of an old British car.

I went thru almost every part of the car from major body and paint to engine and trans rebuilds, to the heater blower motors. I still have them on a computer but it's MS DOS and I do not know if the old computer still works. Even if it did, I doubt I could turn it on and open the programs. It took many months to write that series and I do not plan to repeat it any time soon.

So, this brings up my lack of any new topics in which to offer my opinions. I pledge to try to avoid any more political comments in my articles as I would not like to get banned from the newsletters I send them to. These articles should be about our cars and, hopefully, I can restrict myself to that goal.

Over the years, I have stated that I am very opinionated and that mine was the only opinion I cared about. Still believe that; but, there has been so much new technology that my opinions may be changing. No, I will never praise Petronix. But, oils,

fuels and paints have made great strides in improvements. Will I ever embrace synthetic oils? Maybe not.

My oil of choice is still Shell Rotella 14W40. It still contains enough zinc compounds to satisfy our engines. The metallurgy of our cams and lifters have not changed as much as other internal engine parts. The material new pistons are made of has changed as have the bearings on the crank.

New engines in the new cars run a much tighter tolerance than what our old engines can tolerate. They can run a much thinner weight oil, some like a 0w20 weight. That is like water to us. But, the design of the materials and technology inside the engines not only allow them to thrive but produce what was once ungodly amounts of horsepower. 600 plus is possible in a street car and they come with a warranty!

What are some of the changes that allows this? One of the biggest improvements is in computers. They can control the work of an engine within such a fine range, they can make a car with high compression, such as 11 or 12 to 1, run without pinging. Computers control every part of the ignition; fuel injection and valve timing that there is very little fear of a major malfunction.

What is pinging? Two things actually. One is detonation. Detonation is what happens when the fuel/air mixtures in a cylinder explodes instead of burning. Rather than a smooth even flame front that moves thru the combustion chamber, it is a sudden explosion of the mixture. The other is pre-ignition. This is what happens when the fuel/air mixture ig-

*Continued on next page*

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rites before it is time, before the plug fires a spark, while the piston is still traveling up the cylinder. Both can be detrimental to the engine.

In the old days, they could control spark knock, ping-ing, with a small part attached to the side of the block. It contained a small crystal, piezoelectric, that generates a very small electric signal when hit or compressed. It could be tuned to generate the signal when the engine began pinging. This minor electric charge was then sent to an early generation computer to retard the timing. This would lessen the chance of destroying an engine.

Mother nature is great having created these piezoelectric crystals. And most of you have used them in places like your gas log starters or gas grill igniters. You push a button then hear a bang or pop. That is the crystal being struck to produce the electric charge that jumps a small gap at the igniter and lights the grill.

New computers have much more sophisticated technology, but the same basic principle is used. They also have total control of the fuel delivery. They can vary the amount of fuel injected into the engine to be exactly right for the rpm and load on the engine. We used SUs or Strombergs or Webers to bring fuel into our engines. And they all worked fine.

Now, fuel injection has advanced thru so many forms that it is about as good as it can get. They no longer need to mix the fuel with the incoming air like carbs used to do. They have progressed past manifold and port injection straight to direct injection. Direct injection is where the fuel is injected directly into the combustion chamber. It no longer pre-mixes with the air.

New materials for the injector tips; new super high pressure fuel pumps and plumbing, and computers

to time the inject to the exact 1,000ths of a second. If the computer senses any knocking, pre-ignition, or pinging, it can adjust when the fuel is sent thru the injector and how much is sent.

The other thing they can control is the cam timing. The opening of the valves can now be controlled without having to touch the internal components. I had a Honda S2000 for several years and it had a version of cam adjustment that would plant your butt firmly in the seat when you hit 6,000 rpm. The engine revved to 9,000 rpm. At 6,000, a solenoid opened and allowed oil pressure to lock a second set of rocker arms to high lift lobes on the cam and bam, you would snap your neck in acceleration.

All these things have been allowed by better computer control. How much further can they take our gas powered engines? How much longer will we be able to get gas for them (not a political statement, only scientific)? With battery technology improving daily and hydrogen systems both as a fuel in the engine or as an electric generator in the car getting more attention, how long will we need gas engines?

Look at what an electric car can do. It has instant torque and will out-accelerate a gas car without working very hard. They produce no pollution as they run -- more on this in my next article. No, do not get the impression I am for electric cars. I am old school and like my SUs and point ignition and having to adjust valves. But our children and grandchildren will probably not use gas in their cars in the very near future.

Well, now I have a subject for my next article; "What Sucks About Electric Cars". So, until I see yall, stay safe and enjoy your gas-powered car while you can. See y'all somewhere soon.

Barry Rosenberg  
British Car Service

## Our Stories

These two articles about our members were published in  
**North America Classic MG Magazine in December, 2020.**

### AvivA Hoffmann

#### What's not to love

The terrific memories of traveling with her husband-to-be, Oliver, through Europe in an MGA have remained vivid in AvivA Hoffmann's mind.



"Uncle Rolf would loan the car to Oliver on many occasions about 27-plus years ago when we were first dating. We

would travel all over Switzerland and also made some weekend trips to Italy, Germany and other places."

About a dozen years ago, Oliver inherited the car when his uncle passed away. The right-hand roadster was imported to Stone Mountain, GA where the couple lives now.

Knowing AvivA's love for his MGA, Oliver decided he would buy an MG for her -- as a surprise birthday gift. With the help of their two sons, Oliver considered a number of models and decided upon an MGB.

A couple stalled deals led to missing the intended birthday celebration. But the men of the family provided a good-faith goodie bag, which included a photo of the car they hoped to buy -- an Iris Blue MGB, with wide, wide white-wall tires.

Finally, they scored and located the special car in Michigan, which was named "Emma" by its owner,

in the name of his late wife. *(The car was named Emma by the husband as an MG thing. Cathy, his widow, is the one who sold us her husband's car. - information added by AvivA)*

"It was meant to be," AvivA said. "From the moment I first saw that photograph, to the moment we stepped into the garage in Michigan, I have loved her."

"I love how special she makes me feel when I'm behind the wheel... She always gets looks and comments, and I love the attention."

The wide white-wall tires came with the car, she said, but she has grown to appreciate them.

"There's no doubt when you see the car, that these tires are meant for it. I don't think wide, white walls go with all cars, but with the Iris Blue color they fit perfectly."

She admits to not liking that it leaks a bit of oil on the garage floor. "But, they say if your British car doesn't do that, then you've got bigger troubles."

"It's nothing a bit of cardboard can't handle. Otherwise, well, there's nothing not to love about my MGB."



WORDS: LAR-

## Just the Facts: Abe Cheij, Jr.

WHO:

**Abe Cheij**

WHAT:

1971 MGB GT

WHY:

"I purchased my 1971 MGB GT when I was in my second year of college. Well, rather, I begged my mother to buy the car for me."

Abe Cheij discovered the MG in Destin, FL. and paid \$2,000 for it. "The shape was so appealing that I fell in love with it."

But that love affair could easily have ended badly. "The car was in good shape when we purchased it, or so I thought," he explained.

"The back brakes actually went out on the trip home and the front brake disc pads were significantly worn. So getting back to Nashville was a bit scary."

The car also lacked air conditioning, which can be a sticky wicket living in oftentimes humid Nashville, TN, where he lived at the time. Now living in the

Atlanta area, Cheij said it's a bit less of an issue.

As a young college student, he drove the GT routinely between Nashville and Knoxville, TN where he went to school. "Oh, the adventures we had."

Eventually, he decided to resurrect the MG. Over 16 years, he restored it to his liking. The ravishing red exterior is complemented by an incredible bisquit interior, with custom seats and accents. He also added a supercharger.

"This car is absolutely special to me, and not just for the length of time I have owned it," Abe Cheij said.

"It was how I met my wife of 34 years. She loves riding in it and enjoys attending car shows with me."

This MGB GT is Cheij's second British car. His first was a 1964 Triumph Herald 1200. It was my mother's first new car and became his 10 years later, in 1974.

"It was the car I took my driver's license test in and the first car I worked to restore. I recently changed out the entire drive train to a 1971 Triumph GT6, but that is another story."



Articles by:

Larry Santana

Photo by

Michael Santana

# Give Me a Brake

## Personal Journey

By Dave Peck

No MG story can compete with what's happening in the world. If you feel as I do, after the first week of 2021, you'd like to take a mulligan and start the year over.

Before I get started, we need a little frivolity. My pet peeve is drivers who honk at classic British cars. Most people honk over nothing; things like: hey old man, learn how to drive; you're blocking the turn lane; and you're making me late for Happy Hour. The worst offenders are monster truck drivers with a bumper sticker that reads: Lead, Follow, or Get Out of the Way. The first order of business for the new Congress is to pass a law making it a crime to honk at an old British car. The offenders should have their horn permanently disabled, undergo classic-British-car sensitivity training by an approved service provider, and wear an approved scarlet classic British car T-shirt in public. I'm thinking the Club could be the exclusive service and T-shirt provider. We should be able to raise enough money for every Club member to make a pilgrimage to Abingdon in 2023 for the 100<sup>th</sup> anniversary.

If you drive an MG, you know you're never fully in control. Your car can breakdown at any moment for any reason. About three years ago, I was driving my 1960 MGA from my house to catch a bus leaving from a high school at 6:00 a.m. to take the team to a cross-country meet. I was coming up to a stoplight at an intersection when my brakes failed. I pushed the clutch pedal and brake pedal simultaneously, but the brake pedal didn't engage. It went straight to the floor. I pumped it again and nothing happened. In that moment, I realized that I might not be long for this world.

I don't know why my brakes failed; they just did. It's British. What more needs to be said. I seem to recall that Scott Bohanan at Chequered Flag told me that the brake cable (is there such a thing?) broke and needed to be replaced. I think that's what happened.

Perhaps you can benefit from my mistakes. As I was coming up to the intersection, I couldn't stop. I was going about 35 mph. There were cars in both of the left and center lanes. I thought I was going to rear end the car in front of me. I only had about three seconds to impact. If you ever find yourself in this situation and you haven't been to church or temple in a few years, you might want to reacquaint yourself with the Almighty. For a moment, I imagined the grim reaper was on the backswing. I had to think fast (you may trust that I'm using the word "think" advisedly).

I noticed that there was a curved right turn lane. There weren't any cars in it, so I thought I would just turn hard right. I noticed that there wasn't any cross traffic. I didn't think I was going fast enough to spin out or rollover, so I went for it. Luckily, I made it through the turn lane without incident.

In retrospect, I should have reached for the parking brake and given it a good pull. I don't know if that would have helped, but it seems like it would have. Other Club members can weigh in on whether the parking brake would have stopped the car.

At this point I should have just coasted to a stop and called Triple A for a tow. But I thought if I made it this far, I could go another two miles to the high school, so I kept going. No one has ever accused me of being bright. I gently depressed the accelerator for the up hills and coasted the down hills. There was a stop light at the entrance to the high school, so I would have had to have made (note the use of the pluperfect subjective tense) a hard left hand turn into the driveway cutting across oncoming cars. That was too risky, so I decided to turn right into an elementary school across the street from the high school. The entrance was slightly uphill, so I started coasting about 200 meters from the entrance. After making the right turn, I picked up a little speed going downhill into the parking area and then I turned hard right going about 15 miles an hour. The rest was a piece of cake. I started coasting around the parking lot until I slowed down to 2 mph. turned into a parking space, bounced off the curb, and parked. I caught the bus to the cross-country meet.

What's the moral of the story? If your brakes fail, it's better to make three right turns than make one left turn (3 rights make 1 left). If you make a left hand turn, you're cutting in the path of oncoming traffic. Remember the parking brake isn't just for parking anymore. If you can't stop, give the parking brake a good yank. If that doesn't work, try shifting into first gear. You will have to force it. You will probably strip the gears and wreck the clutch. This should only be used as a last resort because you'll have an expensive repair bill. But if shifting into first saves you from severe injury, it may be worth it. There are other Club members who are more knowledgeable in this area and may want to weigh in. If nothing else, you'll have a good story to share at the next Club meeting.

P.S. I would be remiss if I didn't thank Tom George for explaining what tire size numbers mean. In the December newsletter, I wrote an article about tires and specifically asked what the middle number 80 means in the tire size 165/80R15. In the January newsletter (pg.19), Tom explained what the number "80" means and why it's important. I appreciate Tom's explanation and have stored the article for future reference.

## O.S.H.I.T. - Wild West Edition

By Jack Orkin

Part 2

### Day Three – Looking for Dorothy and the Lineman...

Had our first problem before we even left the hotel. I went to check the car and get it ready for the trip and noticed that the passenger door was ajar. I wondered if I didn't close it after putting the top up, but when I opened the door, I realized that was not the case. Someone had rummaged through the car last night. We didn't leave anything of monetary value in it, but whoever went through it took Kathy's foam



back pillow and a small, zippered pouch from the glovebox. I guess they thought it had either a gun, money or drugs in it. It had none of those, but it did have my original owner's manual as well as a small notebook with almost the entire maintenance history of the car.

Unfortunately, the hotel's exterior security cameras have only limited coverage of the parking lot. I called the police and filed a report and they said they would get the video footage from the hotel and check it, but I was not holding my breath. We walked and drove around the immediate area before leaving, hoping to find where they had thrown out the notebooks which were worthless to them, but we found nothing. At least, there was no damage to the car. We were

soon leaving Poplar Bluff, probably never to return.

Traveling west, as we got into the Ozarks, the roads have long grades and the area is very green. Further west, the roads become straighter and flatter. There are very large farming tracts in Missouri and as you move into eastern Kansas it changes to very large cattle ranches. As you enter the plains of Kansas, the cattle ranches give way to vast tracts of agricultural land. The tracts are so vast it seems you can see forever and with little to break the field of view, it seems you can almost see the curvature of the earth! Lunch was in Springfield, MO at George's Family Restaurant. According to the sign, it's been here almost 50 years. It was dark inside and the carpet felt sticky. Maybe it hadn't been cleaned in those 50 years? We were glad it was dark so we couldn't see what it really looked like! As we continued our trip, we wondered how the armadillo population was doing as we saw tons of dead ones on the roads. They must have a real problem crossing the roads at night! Today, we also got our "kicks on Route 66" as we were on a portion of Route 66 as we traveled to our stop for the night in Wichita, KS.

One nice touch we noticed in Missouri is that where railroads cross the highway, there is an extra outer lane about 100 yards long before and after you cross the tracks. Because many RR crossings are rough, I usually slow down to cross them. This extra lane was nice as I could pull over to slow down and cross the tracks without affecting the traffic behind me. First time in Kansas for us and the MG!

**Total mileage**

– **1002.**



## ***O.S.H.I.T. - Wild West Edition continued***

### **Day Four – On to the Wild West!**

We left Wichita this morning and explored some of the city on the way out. Many of the historic buildings downtown have been restored and we learned that there is a river, the Arkansas, that flows through the town. They have made this a very nice feature with parks and pedestrian areas along the river. We stopped at one of the more interesting



looking parks where there is a pedestrian bridge across the river with a large sculpture of an Indian.

Another nice feature in Wichita is that along the highways, rather than the usual drab, gray, flat concrete panels on the overpasses and noise barriers, the concrete is not only a more pleasing sand color but it also has ornate, relief designs molded in them. Very artsy and nice looking.

On the way out of town, we stopped at a QT for coffee and gas. Made us feel right at home! Quik-Trip, or QT, is a gasoline chain out of Oklahoma and

they have a big presence in the Atlanta area. This is our first time seeing them since leaving Atlanta.

Continuing westward, we stopped for lunch at the Carriage Crossing Restaurant in Yoder, KS, an Amish community. We had a bison burger made from locally sourced bison and fresh strawberry pie – available for only about 3 weeks a year. Yum X2!



As we continued west, the cattle farms gave way to crop land. The land, which is used for growing wheat, alfalfa, corn, soybeans and sunflowers was vast and seemingly endless. About the only thing growing now is winter wheat, with green fields stretching to the horizon.



There are large grain elevators all along the way for storing the grain until it is transferred to trucks and then on to processing. It's hard to describe how

## ***O.S.H.I.T. - Wild West Edition continued***

vast the farmland is, but once you see it, you can understand how this can be described as America's Breadbasket.



Somewhere between Wichita and Dodge City, we passed a kennel – the Double TT British Kennels with a British flag on the side of the barn. We had to stop and take a picture! Unfortunately, the owner was not there at the time.



The roads here are flat and laser straight. Since there are no Interstates nearby, there is a lot of big truck traffic on these two-lane roads and they all are in a big hurry! When the trucks pass you going the other way at 70-80 mph, the concussion from the wind blast feels like it is stopping the car for an instant. It was very nerve racking for a while.

As we got closer to Dodge City, we discovered another resource they have – wind. In Spearville, KS, about 20 miles outside of Dodge City there is a huge windmill farm. It went on for miles and had many hundreds, if not a thousand, massive 3-bladed windmills. They were mesmerizing with their blades slowly rotating in unison, as far as you could see. You cannot appreciate the size and numbers of these machines from the pictures.



We finally made it to the hotel this afternoon! After checking in, we drove over to Jim and Carol's house, just off Wyatt Earp Boulevard, to visit and to see what the plans are for the next few days.



***Welcome to Dodge City!***

## ***O.S.H.I.T. - Wild West Edition continued***

Dave Woerpel also came in today from Wisconsin and there will be several more people arriving tomorrow. After dinner at Casey's Cowtown Club, it was back to the hotel for a good night's sleep before getting to work tomorrow.

***Total mileage – 1186.***

### **Day Five – Garage Party and a Tornado!**

This morning, Jim, Dave and I started working on the Midget. During the day, Mark Haynes (Colorado), Kevin and Kathy Valentine (Pennsylvania), Greg Gowins (Texas) and Bob and Delores Kitterer (Arizona) all arrived to help. We got the small work area organized and a lot of little things done today.



**Jim, you're going to have to redo that...says Kevin**



**Greg surveying the situation**



**Hmmm, there appears to be something missing!**

## ***O.S.H.I.T. - Wild West Edition continued***



***Bob straightening the dash wiring***



**Installing the dash**

After working all day, Jim took us to the Dodge City Brewery for dinner. This is a nice local brewery with good beer and pizza. While there, the weather quickly turned dark and nasty and then the tornado sirens started blaring! There were live pictures on the television of nearby twisters so I decided to move the Midget to the drive through window at a bank across the street for a little protection. The

storm was quite impressive, especially with our group sitting next to a glass wall! But, Jim, who is a retired NWS forecaster kept us calm telling us we would be fine as the storm was moving past to the east. So, we calmly continued enjoying the pizza, beer and company. And, Jim was right!



***Warning on TV while enjoying pizza and beer***

**Continued next month**

# Searching for the History of TD 8669

By: Jay Franklin

I always think that it is interesting to know the history of the MGs that we now own...previous owners, where the cars have been, etc. I was able to trace some of the history on my 1951 MGTD "Old Yeller" and it was certainly interesting!



I purchased the car, mostly in pieces, in Troy, NY, in 1996. The name plates were missing when I bought the car, but I verified that the chassis number stamped into the frame was 8669. I wrote to the British Motor Heritage Trust in Gaydon, Warwickshire, UK, and receive a nice note from Anders Clausager telling me that no detailed records were available for MG motorcars prior to 1953. So I joined the MG Car Club of England and found that they have the factory log books! That allowed me to verify the production numbers and establish that this car was dispatched from Abingdon-on-Thames on 29 June 1951. The engine (XPAG/TD/LHX 5580) is not the original, but came from TD 5204 and it was dispatched on 1 January 1951. Do you suppose they actually worked at the factory on New Years Day!

The previous owner, Bud Bryer, gave me an old registration that indicated the car was, at one point, owned by Albright Hardware Stores in Albany, NY, and was signed by a person named R. Clayton Al-

bright. Some research on the Albany Time Union website found articles about a Skip Albright who was related to the Albright Hardware empire that existed for 150 years in South Albany. I contacted Skip and found that he was indeed an owner of Old Yeller at one point. He bought the car from John Ganey in the early 1970's and sold it to Tom O'Conner on June 5th, 1973 (see registration). Bud bought the car from Tom.



I got in touch with John Ganey through Skip and found out much information about the car. He bought the car off the Kaye's *Import Cars* lot on State Street in Albany, NY, in 1970 when he was 17 years old. The car had already seen much trauma by then because it had a Kaiser Supersonic Flathead engine from a Jeep in it. It was painted black with red wheels, but John had a body shop fix up the rusted sheet metal and paint it canary yellow...the same color as when I found it. He also put a MGA

Continued on the next page

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1622cc engine in it, which matches what Bud told me about the car having a MGA engine when he bought it. It must have looked very much like a hot rod at that point! Showing Skip and John photos of the car now resulted in absolute disbelief that it could possibly be the same vehicle! Skip has promised to send me photos of him in the car if he can find them. Needless to say, researching this car's history has been interesting.



## TRIVIA

1. What club is called The British Boots and Bonnets?
2. What is February 10th? A Triumph event for whom?

Look on the recipe page for the answers.

## Post Meeting Game

After the General Membership Meeting was adjourned, Doug Collins from Chicago led us in a scavenger hunt. We all searched our individual homes to find these items and then showed them to the group.

An MG Thong	British Car Watch
A Parts Magazine or two	Sun Block
An MG Hard back book	British Bee
A Mechanics Belt	A British Car Model
An MG Event Shirt	A Flip Phone and direction booklet

# GET OUT FOR A DRIVE!!!

By Tom Nadelhoffer

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

February's City of the Month is Helen, GA!!!

Quick Facts About The City Of Helen, Georgia

Elevation: 1,447'

Size: 2.1 Square Miles

County: White

Population: 671 (2020 census)

Official City Website: [www.cityofhelen.org](http://www.cityofhelen.org)

Convention & Visitors Bureau Website: [www.helenga.org](http://www.helenga.org)

Easy to get to via GPS services

The town of Helen has a unique history among the many mountain towns set among the Appalachian foothills. Helen also has deep Native American roots, history as a mining and logging town, and is now known for its Bavarian style and culture. Exploring the town and the surrounding area gives you a glimpse into this town's rich history.

Like most of northern Georgia, Helen was home to the Cherokee nation before the arrival of European settlers in the 1800s. You can still feel the Cherokee influence today in place names and other historical sites like the Nacoochee Indian Mound and the Chattahoochee River which flows through town.

[https://en.wikipedia.org/wiki/Nacoochee\\_Mound](https://en.wikipedia.org/wiki/Nacoochee_Mound)

America's first gold rush didn't start in California, it began in 1828 when gold was discovered in the Nacoochee-Helen Valley (5 miles southeast of Helen, Georgia). The Georgia Gold Rush, was bound by Dahlonega to the west and Nacoochee-Sautee Valley

to the east. While that gold boom died off relatively quickly, the area that became Helen lived on as a mining center throughout the Civil War.

The Helen area fell into anarchy during The Reconstruction, until the end of the 19th century when it was rediscovered as a forestry center. Sawmills rose up, and the railroad came to town as well.

Officially founded in 1913 and was named for the daughter of a railroad surveyor looking to bring more rail lines into the area.

For the next several decades, Helen operated as a dedicated logging town. The logging industry kept Helen at the center of commerce in Georgia. But by the 1930's, the timber industry abandoned the town of Helen and residents left for other opportunities. Helen might have folded, except the Federal government created the Chattahoochee National Forest, bringing both tourism and additional lumber opportunities to Helen through the 1950's. Several textile mills also opened during this time to take advantage of the cheap labor. In the late 50's and into the 60's, Helen went into decline. By the late 60's there was nothing left of the downtown area but 20 concrete block structures, with only 9 of them occupied. In 1968 town leaders met and proposed turning their town into a recreation of a Bavarian alpine village complete with gingerbread trim, cobblestone alleyways, and old-world towers. It became a destination city, and one now famously known.

If you are a regular visitor, you already know about the variety of events and places to visit as well as all the natural resources available in the area. For you first time visitors below are a few suggestions:

Continued on next page

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Hofer's Bakery and Café – breakfast and lunch.

Great bakery and German food. Free parking behind the restaurant. <https://www.hofers.com/>

Betty's Country Store – fun little store/shop. Great deli for lunch. Outside seating available. Free parking! <https://www.bettysinhen.com/>

Troll Tavern – Brat's and other German bar food.

Outside seating along the Chattahoochee River available. <https://www.trolltavern.com/#hometrolltavernhelenga-section>

There are many other great restaurants in Helen and they ALL serve beer!!!!

There are over 200 shops offering everything from candle making and glass blowing to cuckoo clocks and quilts, OH!! Don't forget to stop for candy and fudge at <https://hanselandgretelcandykitchen.com/>

In general... quite a bit of parking available downtown. Depending upon the season...some is free and some are pay lots!

Additional roads to travel and sites to see while in Helen:

HWY 75/17N north of Helen to HWY 356 east towards Unicoi State Park Stay on HWY 356 until it dead ends into HWY 197

Right on 197 for a short distance to Stop Sign at HWY 255. Batesville General Store is on your right.....good breakfast/lunch spot

Right on 255 for several miles to dead end/stop sign at HWY 17. The Old Sautee Store is on the left....fun, eclectic place to stop. Good lunch next store at The Market deli

Right on HWY 17 for several miles to dead end/stop sign at HWY 75. A right takes you north to Helen and a left takes you south to Cleveland, GA

**Have fun!!!**

## Where and When?



## ORF TOUR – WEDNESDAY FEBRUARY 17, 2021

The FEB ORF Tour is scheduled for Wednesday February 17th. The starting location will be the IHOP in Dawsonville, GA. The destination is Clarkesville, GA via the long way around!!!! **Please remember to bring a mask!**

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 – Meandering on backroads around Dahlonega, GA

11:00 – 11:20 - BIO break @ Linda's Convenience Store (Chevron) Cleveland, GA

11:20 – 12:30 – Meandering on backroads around Helen, GA

12:30 - 13:45 – Lunch @ The Attic in Clarkesville. GA

13:45 - ??? - Your choice!! Either homeward bound on your own or join the group for a visit to Miles Though Time car museum in Clarkesville. The museum is located in the Old Clarkesville Mill antique mall. There's a \$7 entry fee/donation for the museum, but access to the antique mall is free. See

info below at

<https://milesthroughtime.com/>

<http://clarkesvillemill.com/old-clarkesville-mill-antique-mall/>

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 February 12, at either [blueb@bellsouth.net](mailto:blueb@bellsouth.net) or 770-887-8877(h) 404-402-3004(c). Advise Tom the following:

Yes you plan to attend and how many in your party

Do you plan to eat breakfast? Yes/No. If no... be there for a 10am departure!!!

Do you plan to eat with the group? Inside or weather permitting outside, or will you bring a sack lunch from home?

## Willard 2021 MG Rodeo and Arts Festival

By Dave Peck

### StayMGcation

As you know, most of our events in 2020 were cancelled due to the virus. We couldn't go anywhere or do anything. We just stayed home. 2021 is starting off like 2020 ended. It's time we took a vacation. Well, not a real vacation but an imaginary one. We're going to take a staycation, or in our case, a stayMG-cation. Imagine how much fun it would be to jump out of a plane without a parachute and gently land on your feet.

Our cast members are already holding their first planning meeting for Willard 2021 at the Ye Olde Freckled Hen Pub. All cast members are masked, stay socially distant at all relevant times, and have tested negative for the virus. Any resemblance to any past, present or future member of the Peachtree MG Car club is purely coincidental. Let's meet our cast members:

**Harry Culpepper**, age 57

Long time member and former President of Peachtree MG Car Club

Favorite movie: Making MG Cars at Abingdon (available on UTube)

Interesting facts: Restored over 5 MGs

Car: 1959 MGA

**Arthur Dankworth**, age 71

Ten-year member of Peachtree MG Car Club

Favorite movies: Citizen Kane & Mank

Interesting facts: has a gambling addiction but an accomplished poker player

Car: 1955 MGTD

**Oliver Wheelwright**, age 65, granddaughter Priscilla

Three-year member of the Club; presently Membership Chair

Favorite movies: Wizard of Oz and The Queen's Gambit

Interesting facts: Retired attorney

Car: 1967 MGB chrome bumper

**Priscilla Wylde** (nickname Pris), age 12, 6<sup>th</sup> Grade, granddaughter of Oliver

Favorite Movie: Princess Diaries

Interesting facts: loves to ride horses

Car: Rides in Grandfather's '67 MGB

Harry, Arthur, Oliver and Priscilla are seated at the bar. Arthur orders three pints of Freckled Hen and a Shirley Temple.

"Make that Shirley Temple on the rocks with a pink umbrella," says Pris.

"Hey, us Yanks like our beer cold."

The bartender drops some ice cubes in the pints. "The English like their beer warm, so that's how I serve it."

"How's business been?"

"It's been really slow since the pandemic shut us down. You're the first customers today. I've only had one other customer this week. If business doesn't pick up, I don't see how I can stay open."

"Well, we better order another round," says Harry.

The conversation turns to planning for the September Car Show at Willard. After a few mutual compliments on the success of last year's show, the general consensus was to stay the course. After a few toasts, the group sings the MG song. [Note: I only learned there is a MG song at the January Zoom meeting. If you know the words and tune, go ahead and sing it now. If not, sorry for the interruption.]

"Hey Grandpa, I was the only kid at last year's show and it was so boring. There was nothing for kids to do. If it's gonna be like last year, then I don't wanna go. Everyone was so old."

"I'm not so old! How old do you think I am?"

"You must be 19!"

"I won't be 19 until next year!"

"What would you like to do?"

"I wanna have a rodeo."

"A rodeo?!"

"Yeah, you know, with calf roping. The kids can ride with their grandpa and chase the calves around the field. When the old car gets close to a little cow, the kids will throw their lassos around the calf's neck, then jump out, and tie up the legs."

Harry interjects that he knows a farmer who might let them borrow a few calves for the weekend.

Continued from previous page

"And we need a parade. I will be the Queen of the Parade riding my mare leading all the old cars through the mountain roads. I'll need a costume and a crown."

"Great idea! I think that should take care of it."

"Wait Grandpa. We'll need T-shirts for all the kids. The front of the boys' T-shirts will say, 'When Grandpa passes...' and the back will say, 'I get the MG' with a picture of a kid sitting in the driver's seat of an MG. The front of the girls' T-shirt will have a picture of the Queen of the Parade sitting on her horse leading the parade with a long line of old cars behind her and the back will say Willard 2021 Rodeo and Arts Festival.' We're gonna need other stuff too, like face painting and horseshoe toss."

"Well, I guess I could set up a booth so grandparents could modify their wills to leave their MG to their grandkids. I will need a tag line, like 'Don't let the marque die when you die. Simple wills \$100; codicils \$50.'"

The bartender interjects that the only other customer this week left something for them. He reaches behind the bar and pulls out a cassette player with a cassette tape. Arthur pushes the cassette in and hits play.

Good afternoon Harry.

Your country needs your help. In the past week a number of MGs have just disappeared from museums and private collections. First, it was the 1925 Old Number One, then a MG 14/40 Tourer, then a MG F1 Magna, followed by a MG J2 Midget and many others, all pre-war. Our intelligence suggests this was the work of organized crime, probably with the help of a foreign government. Relations with the UK are strained to say the least. There has been some chatter that there's an upcoming classic British

car auction in the Principality of Monaco. We haven't been able to confirm the auction, but Monaco attracts some of the wealthiest classic car enthusiasts in the world. We're concerned that whoever is behind these thefts could use the sales proceeds to obtain a nuclear weapon. I don't need to remind you Harry that if a nuclear bomb fell into the wrong hands, we could be looking at WW III. Your mission is to find out who is behind this, recover the purloined vehicles, and return them to their rightful owners. As always Harry, should you or any member of your Peachtree MG Team be caught or killed, the Secretary will disavow any knowledge of your actions. Good luck Harry!

This tape will self-destruct in 10 seconds.

Arthur is the first to speak: "What a crock of bull. This is what happens when people are cooped up for months with nothing to do except concoct fanciful fairy tales for entertainment. I'm not going to Monaco or anywhere else. The only place I'm going is home. I'll see you guys later."

As Arthur turns to leave, he notices a parking attendant placing a parking ticket under the wiper blade of his '55 TD. Arthur rushes outside and shouts, "Hey you, come back here! I've still got 20 minutes left on the meter."

Oliver and Harry follow Arthur out the pub door to their cars. Oliver sees that there's something under his wiper blades. Oliver pulls it out and yells, "This ain't no parking ticket; it's a thick envelope. OMG, you're not going to believe what's inside."

*To be continued,,,,,,,,,,,,,(next month)*

## How to Reach PeachtreeMG Registry

(see page 4 for email addresses)

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

**(866) 279-9728**

Please send  
me your  
recipes!!



## 5 hour stew

Madell Dobrushin

I usually don't measure so these measurements are from the original recipe. You cannot mess this up!

1.5 pounds of beef stew meat (don't brown)  
1 cup celery, chopped  
carrots-cut (or a small package of small precut carrots)  
1 large onion, sliced  
4 medium potatoes, peeled and sliced  
1 can cream of mushroom soup  
2 tbsp. minute tapioca  
Salt to taste ( I usually add this at the end)  
Water (about half a soup can)

Throw everything into the crock pot. Put the crock pot on low and cook about 8-12 hours or until the potatoes are done. It is best if you make it the day before you want to serve it and reheat it the next day. The tapioca is the thickening agent so after the stew has cooked for a few hours, mix the stew to distribute it.

If you choose to do this in the oven, cook for 5 hours on 250 degrees with a tight lid. But it's better in the crock pot!

## TRIVIA answers

1. Rockford, Illinois
2. Celebrate Sir John Black's Birthday, the man who bought Standard/Triumph after WWII and built many of the Triumphs we enjoy today.

To celebrate, go for a drive in your Triumph on February 10th. Take a scenic drive on a country road or out to lunch, to the market, to work, any destination. Go alone or with a group from your local Triumph Club and take a photo. The photo is mainly of the car, and the owner if possible, ideally in front a cool spot, landmark, scenic view or in your driveway.

Answer to Where and When: Chatau Elan, 1987

## Guest Articles

### Replacing an Inner Tube Yourself By: Mike Jacobsen

Courtesy of the Northern California Centre MG Car Club  
via Octagram, the monthly newsletter of the MGs of Baltimore, MD November 2020

The last time I had a flat on my MGA, I had a new inner tube but no ambition to lug it and the wheel down to a tire shop. Instead, I installed the new tube myself. The car has driven fine since then, and the wheel still seems to be in balance. Here's what I did:

#### Tools

- ⇒ Jack, jack stand, knock-off hammer – everything to remove a wire wheel.
- ⇒ Valve core tool – works much better than a small screwdriver.
- ⇒ Tire irons – you need at least two but three are better. Get some long tire irons (mine are from Harbor Freight) if you can. The shorty Dunlop irons from the car's tool kit will work but longer irons make it easier. Big screwdrivers and pry bars will also work, but their ends may tear the tube and ruin it.
- ⇒ Grease pencil or marker that will write on the tire & tube.
- ⇒ Air pump or compressor – even a bike pump will work.
- ⇒ Liquid soap – dishwashing soap works well.
- ⇒ Talcum powder – baby powder works fine and will make your wheel smell nice too.

#### Getting Started

1. Mark the tire & rim so you know their relationship and can put it all back just like it was. This way you shouldn't need to have the wheel rebalanced when you're finished.
2. Remove the valve core from the tube to be

sure there's no residual pressure. If you don't have a valve core tool you can use a small screwdriver whose tip fits into the stem and spin out the valve core.

#### Take Out the Flat Tube

1. Remove the wheel.
2. Lay it on the floor and break the tire bead away from the rim. I did this by jumping on the tire, but you can also pry the bead away with tire irons.
3. Wipe the liquid soap onto the bead to help it slip over the rim. With one side of the bead shoved down into the deep part of the wheel, pry the bead over the edge of the rim on the opposite side. You only need to do this on one side of the tire, but pulling the tire off both beads can make it easier to get the old tube out and the new tube back in. This does make it more likely that the tire will rotate, so the marks become really important to get the tire back in its original orientation.



Continued on the next page

### Replacing an Inner Tube Yourself continued

4. Don't rotate the tire on the rim and the balance won't change; keep the marks aligned.
5. Work the tube out of the tire. (As shown by Dave McCann in photo above.)
6. If the cause of the flat wasn't something obvious, like a screw through the tread, take the time to find the tube's leak and mark that spot on the tube.
7. Set the tube on top of the tire so that the valve stem is over its hole in the rim and match up your mark on the tube with the tire. Then feel around inside the tire at the same spot to find what it was that punctured the tube.
8. Remove whatever caused the flat.

### Put In the New or Patched Tub

1. Dump about a handful of talcum powder in the tire and rotate the wheel/tire to distribute the powder. (See photo at right.)
2. Install the new (or patched) tube. Make sure you put the tube in right side up so that the valve stem is on the same side as its hole in the wheel.
3. Pry the bead back into the rim, being careful not to pinch the tube or lose the valve stem into the wheel. If you have something to screw onto the valve stem to keep it from going into the rim, use it. The tool you used to remove the valve core from the punctured tube may work.
4. Inflate the tube, *slowly*, to get the tire to seat.
5. Once the tire is seated, deflate it to relieve any folds in the tube.
6. Position the valve stem so it evenly comes through the hole in the rim.
7. Re-inflate the tire.
8. Put the wheel back on the car.
9. Reinstall the valve core in the leaking tube so you don't lose it. You can patch this tube and keep it in the car as a spare.

If you are at all interested in being able to do this when you need to, practice on your spare wheel at home. This will test both technique and equipment. If you don't have all the tools in the car when you're at home, you surely won't when you're out and about.



**Make sure you have good tires for this adventure. 😊**



## Is your fuel stabilizer actually hurting your car?

By Kyle Smith, 03 November, 2020

Copied from the Hagerty Website Printed with permission from GTA The Trumpet January 2021



Putting your beloved ride away for the season and enduring months of watching it sit in place, wishing you could just go for a drive, is an unfortunate reality of winter vehicle storage. Worse is the notion that your careful storage prep routine includes a common misstep that will set you up for a bad experience come springtime. That's exactly what FortNine digs into with this latest video, found on YouTube, about fuel stabilizers:



<https://www.youtube.com/watch?v=chsGBhB5g7o>

I am usually the first to throw shade at YouTube "tests" conducted using far from bulletproof sci-

ence, but even these informal tests shed thought-provoking light on how different chemical compounds affect your car's performance. These fuel stabilizers typically have bold claims printed on the label, designed to appeal to the type of person who cares more about protecting their engine than buying the right pet food. I know I am more particular about the fuel I feed my internal combustion companions than the food I feed my fluffy cat friends, but as this video explains, one group has a lot less side effects from corn content. The ethanol in modern fuel is hygroscopic, meaning it attracts water. That H<sub>2</sub>O content can reach a point where it will separate from the fuel, especially in long term storage. That water sitting at the bottom of the tank is the first thing to be picked up by the fuel pickup. To address this, the stabilizer concoctions work to lower fuel's ability to pick up that moisture. They might also add some type of alcohol so that the heavier mixture will burn— however poorly— when drawn into the fuel system and dispersed in the combustion chamber. Yes, almost all of these mixtures help in some fashion, but a few caused damage in other ways compared to the test's control sample. A few of the products tested led to greater corrosion, due to a lack of additive preventing the growth of rust and allowing a greater ingress of moisture. That moisture will— at best— make for a hard starting car in the spring and a rusty mess of a fuel system if left alone too long. Our vintage cars often have steel fuel lines and tanks, so any moisture just sitting

*Continued on next page*

around is bound to cause trouble. In the end, the best solution with a vintage engine is to start with non-ethanol fuel. Fuel blends contain a lot of additives already and, as pointed out in the video, if there was one miracle cure that could be added to fuel to prevent all such problems, it would likely already be in the gas from the pump. Ethanol is what causes most of the problems associated with long-term fuel storage in an old car or bike. Barring the option of getting pure gas (also known as recreation gas), K100 and STA-BIL came out on top as recommended from the products sampled because STA-BIL and K100 both reduced the absorption of moisture and reduced corrosion. 12



Personally, this puts my mind at ease because as I have been a STA-BIL fan for years. Of course, I've never had more than my own anecdotal evidence to back up a recommendation, and I am often adding it to ethanol-free fuels from the outset. Now go forth and store with confidence! Hopefully spring arrives sooner than later.

Happy  
Valentine's  
Day

### Story starter for March

Your assignment, should you choose to accept it:

Write a story about **one, two or three** things you carry in your British car trunk that is **vital to your existence**. Make sure you include the reason/s you carry this item and how you have used it in the past.

Punctuation, grammar, and spelling do not count. :) This is for publication.

(Tom N. I want to hear about the dental floss!!)



A Post Card from Karel  
By: Karel Vermeer and Reinout Vogt

To warm up a little in the colder winter months, a romantic postcard from France with an MG TD. The text reads: Dans ce coin charmant profitons de ces doux instant which Google translates to: Let's enjoy these sweet moments in this charming corner.



A Greeting Card from Reinout  
by: Reinout Vogt

Doesn't this card really exemplify the spirit of driving an MG? Look at the snow being thrown up from underneath the tires, the windshield down, the driver with a coat and a scarf and maybe even a grin on his face. You can just feel the brisk wind and the slippery road from just looking at the illustration. Even the little bird on the fence enjoys it and looks quite happy.

The art is titled "MG TA IN THE SNOW" by MGCC-UK member John Wootton.

The card was a Holiday Card published and sold by the MGCC in England to raise money for the MG Car Club Building Appeal. I don't remember the year, but I think that it was to maintain the original Administration Block on the former factory grounds or the Kimber House, the MGCC headquarter offices



## Peachtree MG Registry Regalia

Reinout Vogt



Many members of our club already have a Peachtree MG Registry name tag. In an organization like ours, it is always nice to wear a name tag. For new members, it makes it much easier to get known and to get to know the people they meet at a driving event or club get-together. And even among existing members, it is not uncommon for someone to skip a couple of events and then, upon return, have forgotten some names, or have their name forgotten by others. The name tag helps in all those cases and the club encourages everybody to wear one.

Our name tags are made of a strong plastic, with the club logo and your name engraved through the red top layer into the white base. They now feature a strong magnetic clip so there is no need to pinch holes for the pins that name tags used to have. They stay safely attached to your favorite garments when attending a club event. The cost is \$8.00 a

piece plus \$3.00 postage to send it to your house. You can order them by sending me an email at [reinoutvogt@gmail.com](mailto:reinoutvogt@gmail.com) with the correct spelling of your name as you want it to appear on the name tag and the address you want the tag send to. You can include a check, cash, or use [treasurer@peachtreemg.com](mailto:treasurer@peachtreemg.com) at PayPal. The turn around time is about two weeks.

Some members have more than one MG or sometimes take a daily driver to a club event. And if you are like me, the name tag is always in the other car or left on your desk at home. There is a very easy solution for that; order one name tag for the storage compartment of every car so you 'never leave home without it'. For a total of \$11.00 a piece... problem solved!



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