



The Registry

Happy New Year!

Peachtreemg Registry

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

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Membership Meeting -January 2021

January 10, 2021 7:00 pm

Watch your email for the Zoom link.

Also, check the Peachtree MG Registry Group on Facebook to know when the email was sent. (<https://www.facebook.com/groups/209263343823600>)

At the conclusion of the business part of our first PMGR meeting of 2021, join your fellow club members as we go on a fun-filled and challenging virtual (i.e., on Zoom) scavenger hunt!

You're bound to have some of the items - MG/British car, Peachtree Registry, and driving related items. We'll see what we all can come up with after 20 or 30 minutes...trash, or treasure?
See you at the Meeting - and ON THE HUNT!"

Upcoming Events

Jan 10 7PM General Membership Meeting (Zoom)

Jan 20 ORF

Don't forget to Renew Your Memberships



Classy in my Classic!
Aviva Hoffmann, President, PMGR



I'm excited about the privilege of serving as the PMGR President for the next 12 months and am really looking forward to the year ahead. Just as in the past, we've got a stellar lineup of officers this year to help us continue the tradition of being one of the best MG clubs in North America... with a bunch of fun, energetic members!

I believe most everyone will agree, it's good to have 2020 in our rearview mirror! Throughout all the challenges, our club managed to figure out ways to stay connected and enjoy our cars together. The recent news about the approval of coronavirus vaccines gives me great hope that the world will "return to normal" sooner than later. However, as I write this, I know there is still much suffering from COVID-19. My thoughts and sympathy are with every club member affected by this virus and their family and friends who have been impacted.

We will continue to hold our monthly meetings; however, for now, they will remain online – until it is safe to resume in-person gatherings. Our first meeting will be the customary **January Event Planning/General Meeting** will take place **Sunday, January 10, 2021 at 7:00 p.m.**

via Zoom. Please be on the lookout for a club email with the meeting coordinates. At this meeting, I'd like to hear from you on the best days and times to regularly hold our upcoming monthly meetings. And, most importantly, please attend! Online meetings are boring you say! Well, share ideas how we can spice up our online connection. I welcome some forward-thinking, out-of-the-box ideas. Let's have fun. We'll still need to be careful a little longer, but that's no reason to neglect good planning. Please give back to our treasured club with your ideas and participation.

I believe 2021 is going to be a good year. Please feel free to contact me about any club subject on your mind. I welcome everyone's involvement.

Happy New Year and Safety Fast!



Hello PMGR!!

I'm Blake Aasgaard. I'll be following in the footsteps of our club's previous vice presidents, and Aviva Hoffman is going to be a tough act to follow.

Well, here goes. Over the past 45 years, the Army has demanded more, and more, and more of my time. (That's the excuse I'm using; don't interrupt me)

But, I have now retired. (Colonel; ahem)

After first being part, in 1983, of what would become this glorious assemblage of stalwart brothers-and-sisters-in-arms, known to the world today as the PEACHTREE MG REGISTRY, thus forming the very TIP of the spear, in the magnificent fight against throw-away automobiles, the moment has arrived when I haven't any more excuses why I can't do a little actual work, for my beloved club, it's beloved marque, and its valiant members.

I've only had one MG. But I'm a one girl man. I bought my 1973 MGB in 1983. It had 63,000 miles. And it's been my daily driver since that very day, and now it has 738,000 miles. I do all the work on my MGB to keep it running except mill work, tires, and paint. My wife Karyn and I usually disappear into the mountains every chance we get. From this experience, I must say, that I believe the single-most prominent value is not in the having of an MG, but in the driving, of an MG. I know that sounds maybe a bit apparent to most, but then, there's the driving. And the single-most prominent value in Georgia, to the driver of an MG, is the access to Georgia mountain roads so very near to us.

I'll be retiring from my position at the VA this year as well, and Karyn and I are looking so very forward to partaking in more of the wonderful drives our club has organized, and hope to contribute toward more.

Colonel Blake & Karyn Aasgaard



Blake Aasgaard transporting his Christmas tree with the help of his dog.

Club Officers and Committee Chairs

President:

Aviva Hoffmann
president@peachtreemg.com

VP & Events Coordinator:

Blake Aasgaard
vp@peachtreemg.com

Secretary/Treasurer:

Larry Norton
treasurer@peachtreemg.com

Technical Co-Directors:

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tech@peachtreemg.com

Membership:

Steve Ratcliffe
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Historian:

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Regalia:

Reinout Vogt
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Webmaster:

Steve Ratcliffe
webmaster@peachtreemg.com

Newsletter Editor:

Madell Dobrushin
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.

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

- Log into your **PayPal** account.
- Select "**Send Money**".
- Where it says "**Email**",

enter:

peachtreetreasurer@gmail.com

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

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

***Peachtree MG Registry
2515 Wild Iris Lane NE
Dacula, GA 30019***



Meeting Minutes

PMGR December 6, 2020 General Meeting- via Zoom

Club President Dan Bosso called the meeting to order around 7:10 pm.

Twenty-two max in attendance at any given time during the meeting.

Committee Chair Reports

Financial Report, Thom Bosko:

We will be donating a total of \$4000 to the Aurora Day Camp, the charity for 2020.

Historian-Erich Starzinger: No report.

Regalia-Susan Cheij: No report

Newsletter: John and Penny Scarpucci:

John and Penny will be forwarding a hard drive with information to Madell Dobrushin who is assuming the editorship of the newsletter starting in January.

Committees Formed:

100 Year MG Celebration for 2023:

The chairman is Reinout Vogt. The committee consists of Mike Cook, Erich Starzinger, Jack and Kathy Orkin.

Brits in the Valley in Columbus, GA.

There was a discussion on how the show would be handled. We need to increase the number of members who participate in planning and organizing these events. This will be discussed with Jim Walton from Columbus.

Election results:- Seventy five members voted.

AvivA Hoffmann, as current VP, moves to President, effective January 1, 2021.

Blake Aasgaard, elected as VP

Larry Norton, elected as Treasurer

AvivA also announced the non-voting positions.

Newsletter Madell Dobrushin

Website: Steve Ratcliffe

Membership: Steve Ratcliffe

Tech Sessions: Reinout Vogt, Phil O'Brien

Regalia: Reinout Vogt

Historian: Erich Starzinger

Social Media: TBA

Dan thanked everyone for their participation in our club. Please consider which charity the club should support next year and send your suggestions to Madell (mdobrushin@gmail.com) for publication in the newsletter. Discussion will be held during the January membership meeting on Zoom.

Larry suggested to start planning in November to get a jump start for the following year.

Abe mentioned the Polar Bear Run, December 26th and encouraged participation.

Meeting adjourned at 8:10 pm

Peachtreemg News

WELCOME NEW MEMBERS

Thomas P. "Peter" & Pam Reis
Todd Reis

January Membership Meeting

January 10. 7:00 pm

Watch your email for the Zoom link

Also, check the Peachtreemg Registry Group on Facebook to know when the email was sent.

John Macolino completes his five-year term on the PMGR Board of Directors

I and the members of Peachtree MG Registry want to thank John Macolino for his tenure on the Board of Directors for the last five years. John served as President of PMGR in 2015. The club bylaws state that a president will serve on the Board of Directors for five years at the completion of their year as president. I have already presented a thank you plaque to John acknowledging his service on the Board. John, thanks again for all you have contributed to PMGR over the years to maintain and promote our club.

Dan Bosso



A Look Back

By Larry Norton

One of the many things we reflect on this time of year is what happened in the past and what the new year will bring to us. Hopefully 2021 will see the end of Covid so we can get back to some social MG club events.

Until we can, how about taking a look way back by going to the club web site and viewing some of the historical photos. A few years back when I was historian I had all the 4x6 photos digitized. These go back to 1987 and a very different Chateau Elan British Motor Car Day.

Go to the web site and log in, click on the photos tab, click on the "show all", and then scroll down to the archives. It's an interesting trip down memory lane. See if you recognize any of our current members. You may identify with the cars more than the people. We have changed a lot and the cars, unless repainted will look much the same.

Look forward to meeting again on the road.

Safety Fast

Larry

January 2021

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 	2
3	4	5	6	7	8	9
10 ZOOM Membership Meeting 7 PM	11	12	13	14	15	16
17	18 	19	20 ORF	21	22	23
24 Belly Laugh Day	25	26	27	28	29	30
31						

GET OUT FOR A DRIVE!!!

By Tom Nadelhoffer

Tired of being cooped up? Then get out of the house for a self-guided drive and if you are comfortable, a bit of shopping, sightseeing and dining!

January's City of the Month is Clarkesville, GA!!!

Clarkesville was founded in 1821 as the seat of Habersham County. Clarkesville is located in central Habersham County on the south side of the [Soquee River](#), a southwest-flowing tributary of the [Chattahoochee River](#). It is approximately 35 miles from Dahlonega, GA., 38 miles from Gainesville, GA., 50 miles from Cumming, GA., 60 miles from Duluth, GA., and 90 miles from Marietta, GA. Driving directions are generally available via any of the GPS services.

Clarkesville city Website:

<https://www.clarkesvillega.com/visit-and-enjoy.cfm>

Explore Downtown Clarkesville, the perfect place to wine, dine and shop. Award-winning restaurants, casual cafes lunchtime eateries offer many different options for all tastes and occasions. There's a variety of shops and restaurants all located near plenty of free parking. The shop below is full of interesting and eclectic items. The two restaurants both practice social distancing and have outside dining options.

<http://www.erwinrush.com/>

<http://www.thecopperpotrestaurant.com/>

<https://www.theatticrestaurant.us/>

Things to do:

An auto museum and a 70,00 square foot antique mall are located a very short drive from downtown Clarkesville:

<https://milesthroughtime.com/>

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

<https://www.facebook.com/clarkesvilleantiquemall/>

Several potters are located a short drive from downtown on twisty, curvy GA HWY 197:

<https://www.markofthepotter.com/>

<https://www.hickoryflatpottery.com/>

Some other interesting facts about Habersham County:

It has the only all female firefighter station in the nation located at Lee Arrendale State Prison in Alto, Ga. It was established 1963 with male offenders & was transitioned to a female facility in 2005. They respond to an average of 100 calls per year serving Habersham, Banks, and White counties, cities of Clarksville, Baldwin, Cornelia, and Cleveland. The older original part of the prison was built in 1909 as a TB Hospital and operated till the mid-1950s when it was turned over to the Georgia Prison system. Specifically used as a prison for youthful offenders ages 18-25, the prison was known in the 1960s and 1970s when it had a high school rated football team and marching band.

(Continued on next page)

Get Out for a Drive!! continued

The football team was mostly undefeated until all local high schools refused to play them and lobbied the Georgia Department of Education to make them disband. Depending upon your age/gender and if you were raised in Georgia, the term “if you don’t straighten up you are going to Alto” may be familiar!!!!

The county, originally comprising much of Northeast Georgia, was cut up dramatically in the latter half of the 19th century and the first years of the 20th century; as population increased in the area, new coun-

ties were organized from it and borders were changed. In 1857, its most western part was added to [Lumpkin County](#), which had been created in 1832. That same year, the area east of Lumpkin and west of present-day Habersham became [White County](#).

In 1859, [Banks County](#) was carved from Habersham's southernmost territory. Finally, in 1905, [Stephens County](#) was formed from parts of Habersham and Banks.



ORF NEWS

OK! I’m getting bored staying home and rearranging my socket, screwdriver and wrench drawers!!! It’s time, actually way past time, we resume our monthly ORF runs. The general definition of an ORF is as follows:

An ORF run is a gathering of automobile aficionados to kick tires, tell lies, drive cars, share a meal or two and enjoy each other’s company. All Marques/Models are welcome as are all gender’s!!! **You don’t have to be retired to participate.... all ages a welcome!!!!**

I am not proposing to resume ORF’s exactly as they were previously conducted but going forward with considerations for existing/recognized COVID 19 guidelines. Below are general guidelines for what I propose:

ORF’s will be scheduled for the third Wednesday of the month and rescheduled when/as conflicts occur ORF’s will originate at the IHOP located at 4117 Dawson Forest Rd E, Dawsonville, GA unless the tour leader that month picks a meeting place closer their home! (LOL!)

The tour leader will designate the route with considerations for bio breaks and meals.

The tour leader will do all possible to secure bio break and meal locations practicing recognized COVID 19 guidelines.

All participants have the option of eating/sitting with the group in the designated restaurant. They may also choose to take advantage of carry out services when/where available or bringing a sack lunch from home, both to eat in their car. The tour leader will ask all participants their preference a week or so prior to the ORF date in order to check availability of the various services at the various restaurants.

ORF’s generally depart around 8:30-9:30 in the morning and return home by midafternoon.....yes, the goal is the same day!!!

(Continued on next page)

January 2021 Old Retired Friends (ORF) Run continued

ORF TOUR – **WEDNESDAY, JANUARY 20, 2021**

The Jan ORF Tour is scheduled for Wednesday, January 20th. The starting location will be the IHOP in Dawsonville, GA. We'll be heading WEST thru Ellijay and on to Chatsworth. The comfort stop along the way will be in Ellijay at either a service station, an "apple house" or the city parking lot/restroom in Ellijay. After our run up/over Fort Mountain our lunch stop will be The Village Cafeteria in Chatsworth. See URL below for menu:

[http://www.allmenus.com/ga/
chatsworth/423423-village-cafeteria/menu/](http://www.allmenus.com/ga/chatsworth/423423-village-cafeteria/menu/)

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

Below is the proposed schedule:

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

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

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

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

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

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

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

There are plenty of opportunities to join/leave the group along the way. Please contact Tom Nadelhoffer if you plan to attend no later than Friday January 15 at either 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 order and eat inside for lunch?
- Order and take out or bring a sack from home? Depending upon the weather there is a city park with picnic tables 2 blocks from the restaurant or you can always eat in your car.



ORF





AURORA DAY CAMP SAYS “THANK YOU”

It is with great pleasure and excitement that the Aurora Day Camp and all our children who attend our summer program say THANK YOU to the Peachtree MG Registry for the wonderful donation you have made to support this wonderful program for children who have cancer and their siblings.

This year has been a very different experience for the children. Our regular day camp program was replaced with a virtual camp with limited time coming together for special activities. The camp staff quickly expanded their creative skills to develop activities for the children and their families to complete at home. Through regular contact over Zoom and other [platforms, we were able to bring joy, happiness and smiles to their faces throughout the summer.

Through organizations like the PMGR, the camp is able to sustain our activities even in these difficult times of Covid 19.

You are a terrific group who we hope to continue to engage with in the future. We hope to welcome you in your beautiful MG's to our camp next summer to give the children a better picture of these gorgeous little sports cars.

Many thanks!

1935 Godsall Sports Tourer by Corsica

Offered by Bonhams | Amelia Island, Florida | March 9, 2017

Taken from www.classiccarweekly.net/2017/03/02/



Charles Godsall was the son of an inventor and in 1930s Britain, he decided to put some of that inherited mechanical know-how to work and designed his very own automobile. The final product would cost him over £3,000 but would result in a well engineered, stylish sports car.

He built his own chassis and got the rear end from

Bentley. For the engine, he took an 85 horsepower, 3.6-liter Ford Flathead V-8. The body was done by Corsica of London and the car itself was actually constructed by a London-based company and not by Godsall himself. Unfortunately, as well-built as the car may have been, Godsall was unable to raise any funding to begin production, so only this prototype was ever built.

He sold the car to a friend and its history from that point on is unknown until it appeared in a movie in 1969. A man in England purchased the car in 1977 but at that point, no one knew what it really was. Luckily for us, he did the research and it's here still today. The next owner acquired it later that year and had it in storage in the U.S. for the past 24 years. It's mostly original and should bring between \$225,000-\$275,000.

Update: Sold \$214,500.

Celebrate

1/3	Gayle	Norton	2/2	Janice	Seeley
1/4	Mike	Russell	2/4	John	Scarpucci
1/7	Joe	Tew	2/6	Brad	Curtis
1/11	Manuel	Diaz, Jr	2/7	Ginger	Vawter
1/11	Melissa	Guidice	2/9	Phillip J	O'Brien
1/12	John	Miller II	2/10	Bobbie	Unger
1/14	Gail	Tansy	2/11	Stephen	Bettes
1/15	Joseph	Scce	2/11	Heneke	Vogt
1/18	Frank	Richards	2/15	Becky	Dennison
1/20	John	Miller	2/17	Bart	Lehman
1/21	Darlene	Laughran	2/17	Dennis	McHugh
1/22	Gloria	Cheatham	2/17	Gary	Whiting
1/23	Linton	Atkinson	2/19	Sharon	Prince
1/23	Greg	Poffenbarger	2/22	Steve	Birchfield
1/24	Bob	Memler	2/23	Joyce	Russell
1/25	John	Brockman	2/23	Karen	Stewart
1/26	David	Peck	2/25	Michael	Dennison
1/27	Francis	Murray	2/28	Renee	Struttman
1/29	Denise	Thompson			
1/31	Jean	DeRosa			
1/31	Bruce	Kosbab			



Happy Birthday!!

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

How much did a 1959 Aston Martin DB Mark III originally cost?

- \$5,670
- \$7,450
- \$6,840
- \$4,650



Car Trivia

Favorite Recipes

Let's share our favorite recipes. I know many of you are great cooks or bakers. Send me your favorite recipe. Here's one of my favorites.

Aunt Millie's Mundle Bread (a type of Biscotti)

Using aluminum foil, make 3 trays to fit a cookie sheet lengthwise. Make sure the sides are about 1/2 inch tall.

Mix by hand:

4 eggs

1 1/2 Cups sugar

1 Cup vegetable oil

1 teaspoon Baking powder

Pinch of salt

Pinch of Baking soda

3 Cups of flour

1 Cup of chopped walnuts.

Put the thick mixture into the trays. It will spread out during baking. Bake at 300 degrees for 1 hour.

Remove from the oven and let cool for 15-30 minutes. Slice. It slices easier if you do it when it is warm. This freezes really well and defrosts in minutes.

Pick a Charity

Atlanta Food Bank (<https://www.acfb.org/>) is the only charity that has been nominated for 2021. If anyone wants to nominate another charity, please let Aviva know before the General Membership Meeting on January 10th.

Car Trivia
Answer
\$7450



Guest Article

LAST EVENT OF THE SEASON!

By Will Keith (Published in ECSCC, *The Open Road*, November, 2020)

And now for the last event of the year: properly storing your special car over the winter. The following tips, many offered up by members of the Wild Rose Miata Club, are designed to protect your vehicle, and to ensure that it starts and runs properly come spring time. No doubt some may think some of these suggestions are unnecessary or overkill - it comes down to personal preferences. We also welcome other helpful suggestions we may not have thought of.

Wash & Wax - store your car clean, with a fresh coat of wax for protection, and to ensure any corrosive deposits (bird, air pollutants) are removed. Protectant on the roof is never a bad idea as well. Be sure to rinse the underside well to remove all road salt. Vacuum and clean the interior to avoid unusual odors.

Oil Change - It's better to store the car with fresh oil than to change it in the spring, so that any harmful materials in the oil (corrosive acids, moisture, etc.) aren't able to separate from suspension and/or interact with the metal over several months of storage. Before draining be sure your oil is thoroughly warmed up so any contami-

nants are freed up and able to drain out.

Put up on Blocks or Not? - Some people like to put their car on blocks to take weight off the suspension, bearings, tires, etc. It prevents "flat spots" on the tires. However, the majority of advice suggests that it's better to store a car on the suspension than to block up the car with the suspension extended. The natural position for all the flexible bushings is with the full weight of the car on the suspension. Leaving the car up on blocks over the winter means these bushings will be twisted out of their normal position for many months - not good for them! As well, leaving a car up on blocks means the full weight of the wheels, tires and brake assemblies will be pulling down on the springs for many months. I've seen cases where the springs have stretched significantly as a result. During storage inflate tires about 5psi above normal to prevent flat spots, and as well that way they'll be at normal pressure come spring time.

Cardboard under the Tires - Do this to protect the tires from any corrosive stuff that may be on or in the concrete.

Fuel Conditioner - Pour the correct amount of a fuel stabilizer such as Stabil into a full fuel

tank, and then run the engine for a bit to circulate the stabilizer throughout the system. Your fuel system and injectors will love you for it. As well, a full tank leaves less room for condensation while stored.

Type of Fuel - Some owners use non-ethanol (some premium branded) fuel for winter storage. This is because the ethanol (in almost all fuel these days) attracts moisture, which isn't usually a big issue because it gets burned off within weeks of a fill. But ethanol can become problematic with prolonged storage, particularly if there is moisture present in the storage environment (ie a heated garage with cars coming in and out).

Moisture and rodents be gone! - Maybe I'm being somewhat overly careful, but I put foil pie plates full of charcoal briquettes in the interior, the trunk, and the engine compartment. The charcoal absorbs humidity and thus keeps your car drier while in storage. I also put Oil of Peppermint (not peppermint oil) in open bowls in these same locations. Oil of Peppermint (from health food stores) keeps mice and other pests away from your car. Even more effective as a rodent repellent is fox urine, but I'm not that desperate! (I've

used these same measures while storing our kayaks and trailer.) Stuff steel wool in your exhaust pipe to prevent rodents from getting in and finding a new place to build their nests. Sealing off air intakes will also help in this regard. Want to corrode the underside of your vehicle? Store it over grass or bare ground. The moisture evaporating from the ground will do the job! If you must store outside, at least park over top of a plastic tarp.

underside of your vehicle? Store it over grass or bare ground. The moisture evaporating from the ground will do the job! If you must store outside, at least park over top of a plastic tarp.

Oiling the Cylinders - While stored, condensation may also occur within the cylinders. Some suggest putting about a half teaspoon of oil down each cylinder - the same oil you use in the crankcase. Then give it a bit of time to spread around and drain down the cylinder wall (hours or days is best), and then turn the crankshaft a bit by spinning the engine over with the starter without firing up, or rotate with a ratchet on the crankshaft bolt. It probably wouldn't be a bad idea to turn the crankshaft a few more times over the winter to prevent the rings from being seated in one place for a lengthy period of time. Fogging oil would probably work well as well. One of the challenges is that whatever you use, you'll want something with

a pretty long, stiff neck because it's a long way from the top of the valve cover to the top of the piston below, and you don't want to drip oil along the spark plug wells along the way, as this may pull dirt or other contaminants into the cylinder. Use a big thick straw (McDonalds or 7 Eleven straws work well) on the neck of a small funnel. Also it's a good excuse to go buy a slurpy.

Belt Tension - Some owners back off the tension on engine drive belts to take the pressure off of bearings and prevent flat spots. But you have to remember to re-tension the belts in the spring. Turning the engine crankshaft a few times over the winter would probably have much of the same effect.

Battery - Many owners remove the battery every fall and store it in the house - ideally in a cool but not freezing, well-ventilated location. Also try to charge the battery once every few weeks.

A more recent innovation is a battery charger that at regular intervals produces a "spike" of higher voltage. This spiking keeps the voltaic plates in the battery from building up with the deposits that are caused by charging. One suggestion is to charge or put the battery charger/tender on the battery when it's stored in the house. A caution here: many batteries discharge an explosive hydrogen gas when they are charged. Pretty much every battery charger comes with warnings to

charge batteries only in locations that are well ventilated. A specialized battery shop advised to never put any automotive battery on concrete for more than a matter of minutes - it's easy enough to find a piece of wood to put between the battery and the floor.

Protection from outside forces - Sadly, many of us have probably incurred almost as many dings and scratches during storage as while driving. Try to put the car in a place where it can't get whacked by car doors, have things dropped or put on it, have plant pots dragged past and (oops along) the bumper, or where it can be bumped (oops again) by the snowblower, and so on. We've learned the hard way that other people using the garage may not be as diligent as we are about protecting our special car! A quality car cover helps in this regard. As well, I went to an art store and purchased several 1/4"x24"x60" corrugated plastic display boards. They're cheap, light, easy to store, and provide an effective barrier.

Parking Brake - Make sure to take the parking brake off before storage. This probably helps keep the parking brake cable from being overstretched, and the rear pads and rotors from being over-compressed. Leaving the car in gear and using a couple of wheel chocks will keep the car from rolling.

Washer Fluid - Make sure you have a mixture of windshield washer fluid that's good to about -20 - -25C or so. Some years when storing I drain the fluid reservoir completely to remove any dirt and debris from the reservoir.

Windows & Roof - Leave soft tops erected to avoid creasing. Leave the latches on the top unbuckled so the top isn't under tension during storage. The roof will sit pretty close to the header, but leaving it open a small bit allows for any expansion, contraction due to temperature changes, and reduces the stretch and stress on the vinyl and seams. Also roll down the windows just a bit so that the top surface of the glass does not touch the window seal on the roof. This prevents the door seals from being compressed in one place by the window edge, and also allows for air to circulate. It's also a good idea to clean and apply a thin coat of silicone or dielectric grease on the header seal, window seals,

door seals, trunk seal, and underhood engine seals. It helps protect the rubber, keeps it supple and prevents leaking (I've had intermittent window seal leak issues since the car was new, and the silicone has all but eliminated the problem). Silicone coating the rubber seals on your regular car every fall also helps prevent moisture from freezing the seal to the door surface, thus preventing doors, hoods, trunk lids and fuel doors from freezing shut. It also prevents seals from tearing when they're frozen to the metal on the doors and you wrench the door open.

Moving the Car - Avoid starting or running the car during winter storage. Roll it a bit forward or back to a new spot to help prevent flat spots on tires or bearings. Ideally, it would probably be best to move it every few months to a new position.

Springtime startup! - Check and adjust tire pressures and fluids. Disconnect the spark plug wires

and crank the engine until the oil pressure is right up - only then should you start it. There's usually a bit of oil smoke out the tailpipe when you first start the car - presumably because of the oil remaining at the top of the cylinders and pistons. Then let it idle for a few minutes driving, and drive slow and gently for the first half mile or so to get all fluids well circulated and mechanical seals lubricated.

Try to burn off most of the now old gas (ideally down to below 1/8 of a tank, but above the "E" line) before putting stain fresh gas.

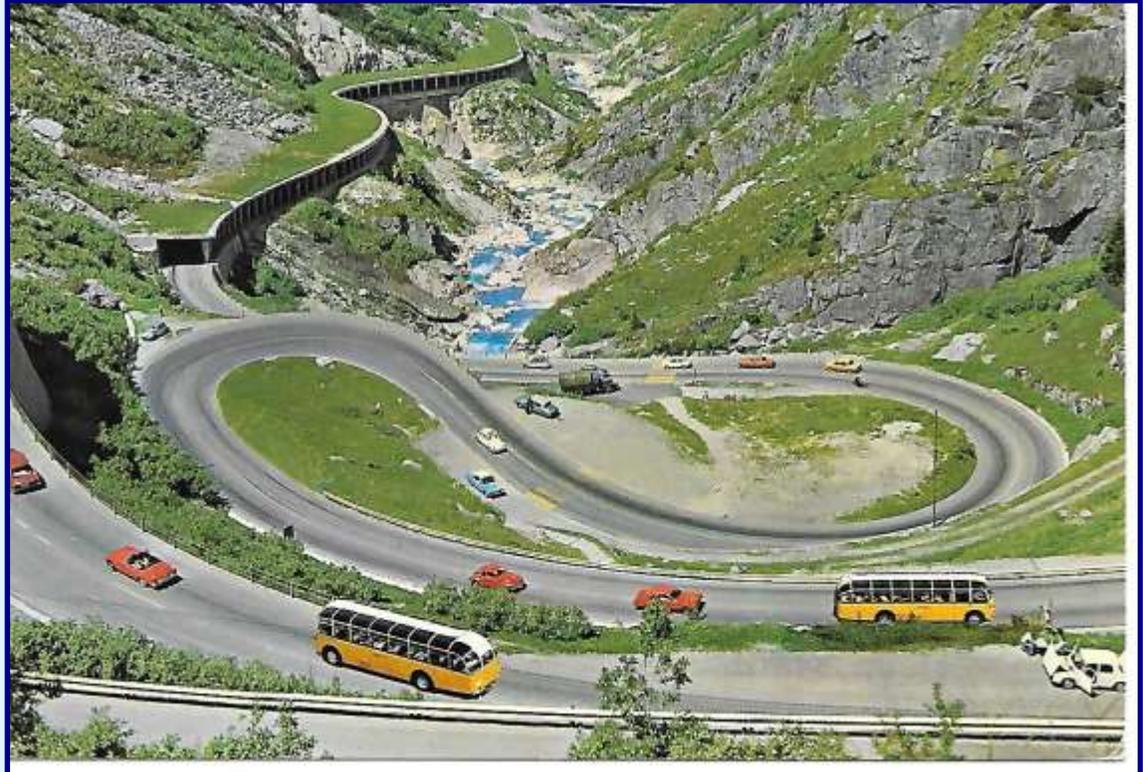
Hope to see you on the road next spring! Stay safe, stay sane, and help others to do the same.

By Will Keith (ECSCC, *The Open Road*, November, 2020)





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



This card is from the Gotthard Strasse in Switzerland, with an MGB in the lower left hand corner. The Gotthard Strasse (Road) and Tunnels connect the Northern (German speaking) with the Southern (Italian speaking) parts of Switzerland. It looks like this photo is taken just North of Andermatt, a famous resort town in the Swiss Alps. The two yellow busses were part of the Swiss Postbus public transportation system.

The white car in the lower right hand corner has the hood and the trunk open. Or should that be, the trunk and the hood? The car looks a lot like a Renault 8, or Skoda 1000 MB, or even a Simca 1000. All were common cars in the 60s in Europe and all were rear-engined. Maybe there was a mechanical problem, or maybe the car overheated and a picnic was the perfect solution. We will never know.

Also interesting is that these type of mountain passes were built with engine cooling/roadside picnics in mind. There were always extra wide shoulders or turn-outs to prevent cars from blocking traffic. In this card there are three of them plus two sets of, traffic worn, yellow pedestrian crossing (or zebra stripes) connecting a path for pedestrians to cross the switch-back road to a viewing point of the river at the edge of the rocks.

**A Greeting Card from Reinout
by: Reinout Vogt**



A 1936 MG TA in a wintery scene. Artwork is by Steve Bridger and the card was published in England in 1995 by Car-d-aholic, in a series of classic car Christmas cards.

Tech Sessions

by Reinout Vogt and Phil O'Brien

It has been a long time since we had a Tech Session for the Peachtree MG Register. Because it will take a while before Covid-19 cases are down enough, and vaccinations are up enough, to resume them safely, we are planning to start with virtual Tech Sessions in January. It will be on Zoom because that seems to be the most common and easy to use platform. The program will be as follows: the presenter will talk about a technical topic, one that is easily shown and can be covered in maybe 15-30 minutes. We will then open up the mikes for questions and answers. You can ask the presenter questions about the topic or, we can all have a discussion on any other MG related technical matter.

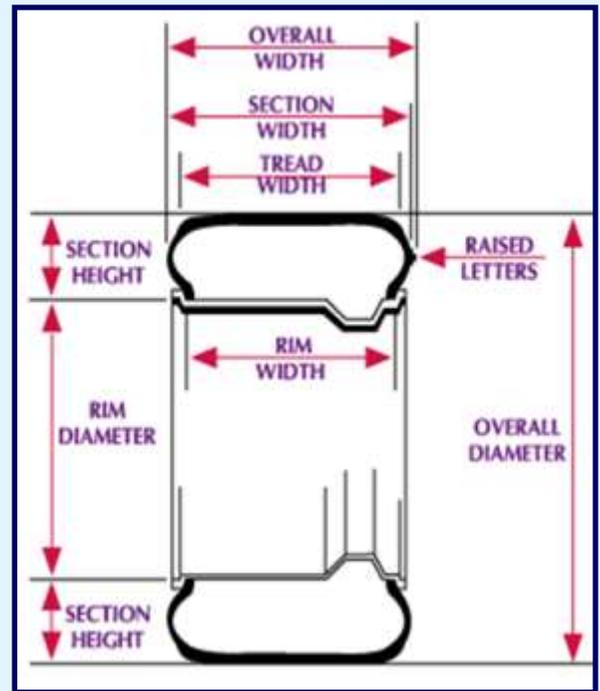
For the first one, club member Neil Estes, of Neil's Restorations in Decatur, GA will talk about PerTronix ignition systems and how to install them in the different Lucas distributors in our MGs.

For the second one, club member Jack Orkin will present an easy method to determine the weight of your MG using a bathroom scale (albeit a special one designed for bariatric people)

We have already several good suggestions for more topics and presenters but let's see how these two go before we finalize the plans for more events. The dates for the first and second session are not certain yet, so please watch the calendar on our website, and monitor your email inbox. We will send an email with date, time, and information how to participate, as soon as the dates are finalized.

TIRES BY THE NUMBERS... WHAT'S IT ALL MEAN?

BY TOM GEORGE



Last month David Peck wrote an article about trials and tribulations with his 1960 MGA. He outlined issues with windshield wiper blades and tires. It was one of his comments about the tires that caught my attention. He wrote, "Today tire sizes are measured with three numbers, like 165/80R15. I have no idea what the number 80 means, but just be aware tire dealers think it is important." Well that number should be important to you too as it is a critical measurement in choosing a tire for your LBC.

The above diagram is straight from our friends at Tire Rack as part of their analysis of how tire sizes can be determined. It can be found on their web site under "Tire Tech: Calculating approximate tire dimensions."

David was primarily concerned about the number 80 in the tire size for his MGA. In his example, 80 refers to the aspect ratio of the tire or the dimension of the sidewall, aka section height. This

number is a percentage which represents the ratio of the sidewall's section height to the tire's section width. The section height can be calculated by multiplying the section width by the aspect ratio percentage. The answer will be the height of the sidewall.

So in David's example of 165/80R15, the section width, or the measurement sidewall to sidewall in millimeters, is 165. The aspect ratio of the sidewall is 80% of the section width, determining the section height. The letter "R" means it is a radial tire and 15 is the rim diameter. This tire is 165mm wide, has a section height of 132mm, is a radial tire on a 15 inch wheel rim.

This is a rather tall, narrow tire which would be expected on a 1960 MGA. 132mm is 5.2 inches in section height and 165 is 6.5 inches in section width. This tire is also 25.4 inches in diameter. An important number as well if you would like to put a different size tire on your car.

As an example, a 215/60R15 tire is 25.2 inches in diameter, is 5.1 inches in section height, but is 8.46 inches in section width; nearly 2 inches wider than the stock tire. Think how much better your car might ride and handle with an extra 2 inches of tire under it. And the overall difference in diameter is a -0.09% difference to your speedometer, as if any of our speedos are that accurate anyway.

You can calculate these tire variations by using an online tire calculator. The one I use is from Miata.net and works very well. Get it at: <https://www.miata.net/garage/tirecalc.html>.

One thing also to keep in mind is the rim width. The above calculation example is to show you what can be done to modernize our old LBCs should you desire to do so. But on David's MGA with a rim width of maybe 5 inches, going to this example of tire may not be prudent.

Tires *continued*

Be reasonable and cautious with sizing and you'll be alright!

Tire sizing nomenclature has evolved over the years as technology and globalization has changed. Originally David's MGA would have come with a 5.60X15 bias-ply tire. This numeric system was pretty straight forward; 5.60 inches wide and a 15 inch rim diameter. So the 165/80R15 is actually wider than stock to begin with and it is 0.06 inches taller than the 24.8 inches of the origi-

nal. This increases speedometer readings by 2.5%, so watch your speed David.

Back in 1968 the U.S adopted an alpha-numeric sizing system which brought us F-70-15 tires on our 1969 Camaro. The alpha character was meant to be a "load rating", meaning how much weight the tire could comfortably carry, but it also meant tires got wider as the alpha letter increased. H-70-15 rear tires were all the rage in 1970 for your Mach

1 Mustang.

Alpha designations are still used in today's metric sizing system but as a speed rating primarily along with a separate number for load rating. As an example The Vredestein Sprint Classic in 165/80R15 is an 86H rated tire. 86 meaning load of 1,168 lbs per tire and H meaning 130 mph speed rating. Well more than David's MGA would ever need.



Jay Franklin's Granddaughter learning how to drive his 51-MG TD with Supercharger.

Isn't she cute?



O.S.H.I.T. - Wild West Edition By Jack Orkin

Several years ago, a handful of Spridget owners would get together every so often to help work on each other's cars. This turned out to be not only helpful, but also fun, and it kept happening. The idea spread and soon, wherever there were Spridgets in need, there were folks ready to travel to help. Thus, the "Organization of Spridget Handymen in Transit", or O.S.H.I.T., was formed.

In 2008, Kathy and I attended the Spridget 50th anniversary party at Lake of the Ozarks, Missouri where we met Jim and Carolyn Johnson (and their two Westies). It was a great event and Jim was one of the primary organizers. Fast forward 10 years and Jim, who lives in Dodge City, Kansas was nearing the end of the restoration of his Midget. When he needed some help to get it finished, he put out a call to the "Organization". Jim's offer was that he would provide food and drink if we provide the hands and help. A date of May 17, 18 and 19, 2019 was picked and Handymen from across the country marked their calendars.

Although, I had heard of the OSHIT, I had never been to an event. Nor had I ever been to Kansas. Since this would be my first event as a "Handyman", I figured we should do so in our Midget. I asked Kathy, what she thought about going to Kansas to help Jim and without hesitation she said, "yes". And, then I said, "in the Midget?". And, she said, "my bags are packed!". Thus, our Wild West – OSHIT adventure began.

Day One - May 13, 2019 -- We're Off!

When traveling in the Midget, we usually do so on the backroads rather than the Interstate. It is slower, but also much more enjoyable and scenic. It gives us a chance to see what makes America the Beautiful... beautiful. For this trip, we planned three travel days each way plus three days at Jim's.

Today, we took our dog to be boarded and were planning on leaving very early tomorrow to avoid the Atlanta rush hour traffic. However, since we were ready to go, we decided to leave today and get a head start. After two days of storms, today was beautiful and we had a great top-down drive. After lunch at the Wildflower Café in Mentone, Alabama, it was on to Madison, Alabama where we spent the first night. **Total mileage – 212.**



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

Day Two - Five states today!

We left Madison with another beautiful top-down day. Our original plan was to take one of the few remaining ferries across the Mississippi River but due to this year's historic flooding, ferry service was discontinued so we will be taking an alternate route. The drive today took us through five states – Alabama, Tennessee, Kentucky, Illinois and Missouri! The green, rolling hills and livestock seen as we started gave way to mostly crop land as we entered Missouri. We stopped for lunch in Parsons, TN at Prater's Taters, a local eatery that specializes in meals made with baked potatoes. (note the Mr. Potato head on each table!)



Outside Wickliffe, KY we drove past two 18 wheelers stopped on the side of the road. The drivers were discussing something and when we passed them, they waved and gave us a thumbs up! We soon crossed the Ohio and Mississippi Rivers, and you could see the incredible high water and flooding.

Shortly after crossing the rivers and entering Missouri, there were two 18 wheelers barreling up behind us. The road was still on top of the levee with no shoulder to pull over. Before I could move over to let them pass, they both pulled out and zoomed past giving us multiple, "nice" toots on their horns. It was the same truckers we passed in Wickliffe! As we drove through Miner, MO it looked like the place to go if you are in the market for a tractor. We passed many tractor dealers selling every size and color tractor imaginable. Poplar Bluff, MO was the end of the line today. After checking into the hotel, we had some good, fresh, made to order Mexican food at Taco Taco. After dinner, I put the top up for the first time due to impending rain tonight and tomorrow.

Total mileage – 568.

To be continued next month

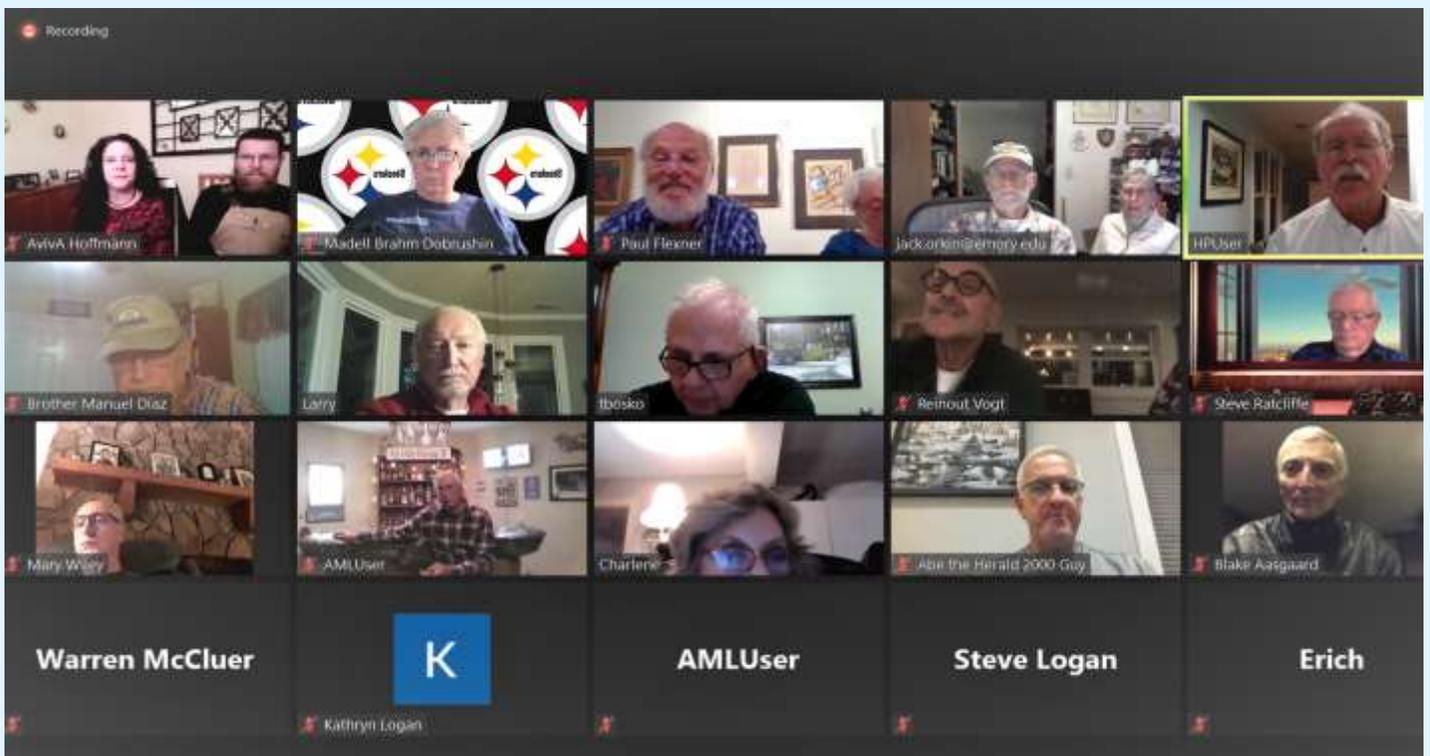


**Karen and Sophie
enjoying the chill on
the Polar Bear Run.**



**Polar Bear Run to Blue Ridge, GA
December 26, 2020**

**General Membership Meeting
December, 2020**



Peachtree MG Registry Regalia by Reinout Vogt

This year, our club will be working to draw a little bit more attention to regalia and promote the items that the club actually already has in stock. In future issues of the newsletter we'll talk more about the apparel program that we have with Lands' End and about items that you would like to see offered by the Peachtree MG Registry.



But before we go there, I would like you to take a good look at this photo. What do you see? You may recognize the car as the Iris Blue 1963 MGB of our president, Aviva Hoffmann. Also you may notice that it sports an English front license plate. And of course, you'll notice that it has a chrome grill. But the thing I am really looking at is the grill badge. If you have one on your MG already, that's great. But if you haven't, you may consider getting one. They are made of high quality chromed brass with the club logo enameled on, in three colors. They come with the mounting hardware which makes installation on most grills straightforward and quick.

I know, we haven't seen each other's cars for a while but one day, hopefully soon, this whole pan-

demical will be history and we'll be driving our MGs again. And wouldn't it be nice to show that you and your MG are part of the Peachtree MG Registry? Therefore, now is the perfect time to get one and install it on your MG or MGs.

Here is another photo of just the badge to better appreciate the artwork and quality.



They cost \$32 and you can order by calling or emailing me, and you can either send me a check or use PayPal to send the money to peachtreetreasurer@gmail.com. Shipping to your home is an additional \$5 or, you can stop by and pick one up your self.

Please let me know if you have any questions, comments, or suggestions about the PMGR regalia.

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