



The Registry

June 2021

Peachtreemg Registry

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

Reach us by phone: (866) 279-9728

Check out our YouTube Channel and Subscribe

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

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Up Coming Events

June 5, British Bash, Louisville, KY Britishsportscarclub.com

PMGR June 13 General Meeting at Brimstone Tavern

PMGR June 16 ORF (see ORF article)

June 14-17 MG International, Atlantic City NJ

PMGR June 18-Aurora Day Camp Visit (see article)

PMGR July 5th-Dunwoody Parade with BBQ at Paul and Barbara Flexner's (see enclosed flyer)

PMGR August 14, Annual Picnic, Don Carter State Park

Sept 4 British Motor Car Day, Tellus Science Museum, Cartersville, GA

Sept 11-Atlanta British Motorcar Fayre, Norcross, GA

Sept 17, Brits on the Bluffs, Natchez, MS msemc.org

PMGR Sept 23-26 Columbus, GA Brits in the Valley (see article)

Oct 2 -Southern British Car Show-,Ooltowah, TN TENTATIVE

Oct 2 GSBCC Britfest at The Market Common Myrtle Beach, SC.

Oct 16 Cars on Kiawah, A Festival of Automobiles <https://www.carsonkiawah.com/>

Oct 15-16 Mecum Auction in Chattanooga

Oct 15-17 Chattanooga Motor Car Festival

PMGR Oct 19-21 Fall Mountain Tour (see article)

Oct 23 British Car Day Charleston, Palmetto Islands County Park, www.BritishCarClubCharleston.com

Nov. 19-21, MG Jamboree 22 Safety Harbor, FL.

<http://www.fsmgcc.com/events.html>

April 22-24, 2022 Gathering of the Faithful South



*Drivers Needed:
Make sure you
RSVP to Paul
about the parade
on July 5th and the
Bar-Be-Que after.*

JUNE 2021

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 Lunch at Iron Horse, Noon	2	3	4	5
6	7	8 Lunch at Iron Horse, Noon	9	10	11	12
13 General Meeting	14 MG International	15 Lunch at Iron Horse, Noon	16 ORF	17	18 AURORA DAY CAMP visit	19
20 Father's Day	21	22 Lunch at Iron Horse, Noon	23	24	25	26
27	28	29 Lunch at Iron Horse, Noon	30			

www.peachtreemg.com

**Club Officers and
Committee Chairs**

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Memberships expired Apr 1st.

Go to www.peachtreemg.com to renew.

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

Find Us on YouTube

[https://www.youtube.com/channel/
UCzpUQ2q-HkGoLwwgqrewPw](https://www.youtube.com/channel/UCzpUQ2q-HkGoLwwgqrewPw)

**Call our Phone Number
(866) 279-9728**

Our 2021 Charity

Georgia Mountain Food Bank

Want a car? Need parts?

Check out

www.peachtreemg.com

for vehicles and parts for sale

Welcome new members:

Tom and Lizabeth Currin

Duane and Dierdre Johnson

Chris and Carrie Brown

James (Monty) and Carol Cheshire

Bert and Sylvia Bras

Mike and BJ Moore

Classy in my Classic

By Aviva Hoffmann, President, PMGR

I made a point to take out “Emma” a few times during British Car Awareness Week. What fun! Summer is around the corner and so is convertible driving season. As the wind whipped about my hair and caused the ends to lash the sides of my cheeks (ouch!), I couldn’t help but smile. I grinned at the instant thrill of the road, sun... and wind... and the adventure of



NEW TIME:
May 8th 11am-2pm
www.tuckerregistry.com

the journey (even if it was just to the grocery store). By the amount of “thumbs up,” approving nods, and comments - I think I did my part to create some new MG enthusiasts. It’s always great to see nature return in full force each spring. And, just like that, car shows seem to be “blossoming” also. In the beginning of May, we attended the Tucker Cruise-In, a monthly event coming back after a one-year hiatus. While we were there, a dozen or so colorful flyers

announcing future car-related events accumulated in everybody’s vehicle - enticing folks to show off their cars this summer. I won’t mention specifics, but one member of our family of MG nuts won a plaque!

Getting your car ready for the summer, don’t forget to take a look at your tires. Since your MG may not be a daily driver, the tread on your tires might not wear down as fast. But, be mindful rubber tires do have an expiration date and need to be replaced to keep you, your passengers, and your car safe. Check with your tire manufacturer for specifics.

I just purchased two new white walls, as the shelf life of my old ones had reached its term. This was in preparation for our big road trip this month to the MG2021 in Atlantic City, N.J. I am super excited that our family has the privilege of taking this journey and joining some good friends from our car club. And, to my husband, Oliver, I give many thanks for making us a crazy British car enthusiast family!

A Note from Blake Aasgaard, VP

It was great to see everybody during our monthly meeting at our old home, The Fire and Brimstone Tavern, on 16 May 2020.

Our calendar of events is looking much better this year for attendance, the planning process for our "Brits in the Valley" weekend in Columbus Georgia is well underway, and I hope to see many more of you in person as time brings us this year’s events.

Representatives of the Peachtree MG Registry attending the national show in New Jersey include our president, Aviva Hoffman, so I will be standing in her place for our meeting in June.

Again, we will offer the choice of attending in person, or via zoom.

Hope to see you then!



Meeting Minutes



Peachtree MG Registry, Ltd.

May 16 meeting minutes:

Our May meeting was held in person at the Brimstone Tavern (yeah!) and via Zoom. Meeting was called to order by our President, Aviva Hoffman, at approximately 4:00 PM. Aviva welcomed everyone and we moved on to reports.

VP report from Blake Aasgaard reminded all of the picnic on August 14th at Don Carter State Park.

Treasurer reported that finances are good and the bank balance is up due to memberships. We have come to the end of most of our membership renewals so the balance of activity for the year will be mostly expenses.

Tech sessions – Session will be held via zoom on May 29th from Reinout's garage and the subject will be making an MGB more weather resistance. Host will be Larry Norton.

Reminder by Aviva that the club has a YouTube channel where all the tech sessions are recorded for viewing. Go to YouTube and search "Peachtree MG Registry".

Regalia – Reinout reported the Lands End site has been updated on the PMGR website. We also have Dillard pins available and the PMGR logo pins as well. Grill badges and window stickers are also available to purchase through reinoutvogt@gmail.com.

Newsletter – Articles due by the 15th of the month. Please send them to Madell at any time before so she can include in the newsletter

Events – The Columbus planning is ongoing and the logo is being finalized. They also need volunteers so if you are able, please let them know.

Social media – Facebook. Kathy reported we have 124 members on our Facebook page and growing. As people join she is contacting them directly to welcome them.

Charity – Georgia Mountain Food Bank. Abe had a discussion with the director and we will be working to come up with ideas to generate funds. Possibly ORF, Three Squares, article in newsletter with information on where to send a check for donation. Checks should include in the memo "on behalf of Peachtree MG Registry".

Open discussion – Paul mentioned the July 5th parade and BBQ and also BMCD on Sept 4th @ the Telus Museum in Cartersville. Larry reminded that the ORF run will be this coming Wednesday the 19th to the Peach State Aerodrome.

Reinout then hosted a game of trivia about MG history.

Meeting adjourned by Aviva about 6:00 PM

Larry Norton – Secretary/Treasurer

Celebrate

Happy Birthday!!



- 6/1 Philip Osborne
- 6/3 Jim McCrory
- 6/4 Elyse Crabtree
- 6/5 Tom Jaeger
- 6/7 Brad Dryden
- 6/9 Jeff Jones
- 6/12 Michael R Seeley
- 6/16 Raymond A Dafrico
- 6/18 Larry Ernst
- 6/19 Gene Westmoreland
- 6/22 Donna Stanfield
- 6/23 Robert G. Jackson
- 6/23 Sam Marble
- 6/24 Ronald D Human
- 6/28 Nigel HOFFMANN
- 6/29 Betty Hollan
- 7/1 Thomas M Kriwanek
- 7/2 Oliver Hoffmann
- 7/2 Ricky H Rich
- 7/4 Jeffrey Adams
- 7/10 Tim Gaffney
- 7/14 Matthew McDermott
- 7/17 Chris Lindh
- 7/20 Stephen "Trigger" H Williams
- 7/21 Brian L Crabtree
- 7/23 Frank Heckendorn
- 7/24 Richard Neale
- 7/28 Penny Scarpucci
- 7/31 Scott M Navin

We would love to recognize your birthday, anniversary, or other happy occasions.

Please email me at newsletter@peachtreemg.com.

Unfortunately, the birthday report is not always accurate. Please let me know if I've made a mistake or if your birthday is omitted.



Peachtree News

PeachtreeMG Registry Monthly Meetings will be held at the Brimstone Tavern, 10595 Old Alabama Road Connector, #1, Alpharetta, GA 30022 Watch for emails for the time. Zoom connection will be available

Larry Norton has declared his intent to run for Chairman of NAMGBR. The following is his letter of intent.

Position of NAMGBR Chairman – Letter of Intent

You have all seen my secretary articles in “The MG Driver” for the last four years and I have very much enjoyed the relationships and communication with members and clubs over that time. We elected a new secretary last October and I took on the Publicity coordinators role at that time.

I would like to continue serving NAMGBR as Chairman in the election to be held this summer and starting at the AGM in October, and therefore please accept this letter of intent. My past involvement with both the Texas MG Register and most recently the Peachtree MG Registry along with the secretary of NAMGBR, I believe, gives me the experience to seek this position. The single most important element of each of our clubs is the interaction with friends, both new and old and the relationships we develop as we all enjoy our MG’s. One of the best ways to do this is to gain confidence in your car and drive them to our National Conventions.

As you read this MG2021 International will be within sight and I encourage you to participate in this every five-year meeting of all things MG. Meeting new people, enjoying old friends, seeing how others are making their cars their own, and getting some new ideas are all part of the experience.

My enthusiasm for the members, clubs, and the cars continues to motivate me, and I hope you will consider me as your club votes for the Chairman’s position.

Best Regards and Safety Fast,

Larry Norton

We wish Larry luck in this endeavor!

PMGR Charity

More News



Besides enjoying our super-cool classic British cars by way of meets, drives and shows, one of the other major functions of our club is supporting a specific charity on an annual basis. For 2021 Peachtree MG Registry has selected to partner with Georgia Mountain Food Bank. With offices and facilities located in Gainesville, GA, the GMFB operates in partnership with 70 other agencies to provide food needs to over 50,000 of our fellow Georgians living in Forsyth, Dawson, Hall, Lumpkin, and Union county.

GMFB has been led for the past 12 years by Executive Director Kay Blackstock. I have spoken with Kay and she indicated that GMFB would welcome any participation by PMGR. While monetary contributions are of course effective (amazingly they can provide five meals on just one dollar) there are other ways to help including food drives and assistance with sorting of food received at their 20,000 sq ft facility (this is currently on pause due to the pandemic).

We will be looking for opportunities to collect food and money donations for GMFB through our ORF drives, monthly club meetings (as we hopefully return to in-person meetings soon) and other club events. Additionally, we will be exploring the possibility to have a club drive to the GMFB distribution facility later in the summer to assist with food sorting if pandemic conditions have improved enough to allow this.

I would like to personally recognize Reinout Vogt for promoting GMFB on the Cecil Kimber Rally on April 17 and raising \$150! That's 750 meals for hungry Georgians! Way to go Reinout!

Please consider supporting GMFB through PMGR this year. Should you have any questions or suggestions please do not hesitate to call me.

Abe Cheij
770-825-3427

Save
the
Date



Another Save the Date

SATURDAY • SEPTEMBER 11, 2021 • 10 AM to 3 PM



The banner features a large Union Jack flag on the left. To its right, the text reads "2021 Atlanta BRITISH CAR FAYRE" in a stylized font, with "BRITISH CAR FAYRE" in large green letters. Below this, it says "20TH ANNUAL" and "And Motorcycles Too". On the right side, there is a navigation menu with links: HOME, VEHICLE REGISTRATION, CAR BOOT SALE, AREA MAP • CONTACT US, and FAYRE PHOTOS • VIDEOS. At the bottom, it states "OVER 400 DISTINCTIVE BRITISH AUTOMOBILES & MOTORCYCLES!" and "HISTORIC DOWNTOWN NORCROSS, GA" with a logo for "NORCROSS a place to imagine".

For more information, go to: <https://www.atlantabritishcarfayre.com/>

Tuesday Lunch Group

Paul Flexner

PMGR Event

The Tuesday Lunch group decided to meet only at the Iron Horse Tavern in Norcross from now on. They will not use Zoom routinely anymore. This will **start next Tuesday, June 1st.** and continue every Tuesday at Noon until further notice. During the summer, we will meet on the deck under the overhang.

Iron Horse Tavern
29 Jones St NW #2505, Norcross, GA 30071

Note Change of Venue for all Tuesdays

Of course, all are welcome without a reservation

Grind 'N Gears Meet Up June 5, 2021

SAT, JUN 5 AT 6 AM EDT Grind 'N Gears Meet Up June 5, 2021 Alpharetta, GA

My buddy and I have been working to setup a new Car Meetup over at Northpoint Mall in the old Sears parking lot area. We now have permission from the mall management company, and have talked with the sheriff's office and everyone is on board! The idea was to create a "middle ground" car meetup that is not as large as C&O yet not focused on classic cars. Trying to be respectful to the hard work Steve put into WORSHIP and not competing with it.

The show will be the **first Saturday of every month**. Designed to not conflict with C&O, WORSHIP or people's church services. The opening day will be Saturday June 5th. It would be much appreciated if we could get a great turnout from the GA Triumph Association - www.gatriumph.com! I of course will definitely have mine there. We are also talking with the Cobra Club, VW club, and several others. Here is a link. Sign up to learn more as we role it out. Look forward to seeing y'all there.

<https://www.facebook.com/groups/grindngearscarshow/permalink/444994073226999/>

A FABULOUS CHARITABLE OPPORTUNITY

CARS AND DRIVERS NEEDED

JUNE 18

AURORA DAY CAMP



In 2020, the Peachtree MG Registry supported the Aurora Day Camp with our charity fundraising. One of our projects was to have been a drive-by visit to the Day Camp during the summer for the children with cancer to have an opportunity to see our cars. As you know, COVID 19 moved the camp to virtual.

To fulfill our promise, we have the opportunity this year to bring our MG's to the camp on **June 18th** for the children to experience the beauty of our Little British Cars. If you are available, please plan to bring your car to the Camp facility in Sandy Springs right off 400 near Northridge Drive. Here are the specifics:

The camp theme for June 18 is Pixar Cars. The camp would like our cars to be on the driveway between 9:00 and 9:35 in the morning. Camp takes place at the Davis Academy, **7901 Roberts Drive, Sandy Springs, GA**. This is about ½ mile south of the Northridge exit on 400.

We would like to have 4 to 8 MG's present. Please be in touch with Paul Flexner (770-833-0891) or at paf20@TC.Columbia.edu

DUNWOODY'S OWN AND GEORGIA'S LARGEST NOT 4TH OF JULY PARADE

WHEN: On **MONDAY, JULY 5TH** (WHY NOT?)

PMGR Event

WHERE: Meet in the Parking Lot of All Saints Catholic Church

2443 Mount Vernon Road

Dunwoody, GA 30338

(between Jett Ferry and N. Peachtree Road)

Congregate at 8:00 AM

(Parade begins at 9:00 AM)

MG's will transport **VFW WW II, Korean War, Viet Nam, Afghanistan, Iraq and all other Vets**
at the front of the parade – We already have about 10 Vets signed up

Led by many of our PMGR Registry

Following the Parade

TRADITIONAL AMERICAN BBQ AT THE FLEXNER'S

4930 N. Peachtree Road, Dunwoody, 30338

Beginning at High Noon or shortly thereafter

Featuring Atlanta's Best Burgers and Dogs

And

YOUR outstanding **Vegetarian and NON-Dairy Side Dishes**

(No Meat, Pork, Bacon, or Shellfish, please)

Reply to Paul for both the Parade and the BBQ

(even if you only come to the Parade or the BBQ)

770-833-0891 or paf20@tc.columbia.edu

Burgers and Dogs with all the trimmings will be provided

Along with a Big Fat Watermelon

PMGR Event

PMGR Picnic
Don Carter State Park
August 14, 2021



August 14 is the date for our annual picnic. We have reserved a pavilion at Don Carter State Park on the shores of Lake Lanier. Don Carter State Park is Georgia's newest State Park. My wife Karyn, and I, made a reconnaissance trip to our site on Sunday, 23 May. We traveled back roads on the way there, coursing Georgia highways 5 and 369 most of the way, and found the trip from Marietta to be quite tolerable in our MGB, even though the temperatures were in the 80's, and with increasing opportunities to view wide pastoral vistas as we progressed through our journey. We arrived at Don Carter State Park about 11 AM and found a very welcoming attendant requesting five dollars for the full day's admission, with no penalty for coming and going as we please. The park seems very well-kept, and access to the respective pavilions is via well paved, gently winding roads through the forested landscapes. Our pavilion, number four, sits atop a commanding rise which should afford a fair breeze if the weather proves to be just as hot as it was for us on this date. The Pavilion is large enough for our food stuffs, and also for many of us to sit within during the day. The water of Lake Lanier is maybe five or six hundred feet away. For our return trip, we chose Interstate 985, which was very close by. Hope to see you there! <https://gastateparks.org/doncarter/>





Brits in the Valley

Columbus, GA - Sept. 23-26, 2021



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

All of us hope that by the time September rolls around, Covid-19 will be manageable, and we can enjoy our British cars again. From our side we'll put everything in place to make Brits in the Valley happen safely.

Preliminary Program (details and registration to follow)

Thursday September 23

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

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

Friday, September 24

Driving Tour through Georgia and Alabama with a lunch stop

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

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

Saturday, September 25

Carwash at the hotel

Car Show at the Woodruff Park, along the Chattahoochee River

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

Banquet

Awards

Sunday, September 26

Breakfast to go and departure.

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

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

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



The Fall Mountain Tour XXIX

October 19-21, 2021

Hosted by Rick and Marjorie Hartlein

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

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

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

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

Booking Link: <https://www.hilton.com/en/book/reservation/deeplink/?&ctyhocn=GSPDTHX&groupCode=CHHMGC&arrival=20211019&departure=20211021&cid=OM,WW,HILTONLINK, en,DirectLink&fromId=HILTONLINKDIRECT>

Or you may call: 864-271-8700

Group Name: ATL MG Car Club

Arrival Date: 19-Oct-2021

Departure Date: 21-Oct-2021

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

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

Breakfast is included in the room rate.

There is a \$7/night parking fee.

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

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

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

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

The general schedule for the Fall Tour is:

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

- Tuesday Night: Group Dinner

Wednesday, October 20: Multiple options:

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

Thursday, October 21: Return home at your leisure.

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

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

See you in the Fall!

A Blast from the Past

Cracking up Over Cracked Heads!

If you have owned an MG for any length of time, you have probably fallen victim to occasional overheating. This should be expected at times; but if the problem persists, you might have cause to begin worrying! -, If you check your oil and it looks like clam chowder, start saving for a new head. For some reason, the "B" series heads are prone to warp and/or crack. Thank God they are made of iron and not aluminum! In order to avoid the horror of buying a new head, some simple, preventive measures must be taken:

Grill and Body- make sure the air flow is direct and free of disruptions (like lamps or club badges)

Radiator and Cap- Make sure that the cap is of the correct pressure for the car's system. Check the cap for leakage. Have the radiator cleaned out and check for blocked tubes.

Fan- If your car has an engine mounted fan, make sure the blades are not on backwards (it happens!). Also check for structure cracks at the center of the blade area. If you have electric fans, make sure they work!

Water Pumps- Water pumps generally work, or they don't. Remove the belt and check for play in the shaft. Seal failure and bearing problems often cause poor cooling.

Belts-Check to make sure that the belt is of the cor-

rect length, width, and tension. An overtight belt can ruin your generator and water pump bearings.

Engine Block- Heavy sediment in the water jacket must be cleared out to increase circulation. Remove the freeze plugs and clean out the buildup.

Thermostat- Make sure your car has one, then check to see if it's the correct one. Place the thermostat in a pan of water and see if it opens at the proper setting. Use a cooking thermometer to determine the water temp.

Ignition Timing- Make sure the advance unit works and tighten any loose clamps on the distributor. On older engines, check the timing chain and tensioner.

Exhaust- Make sure it's getting out! Check for crimps and flattened areas. Muffler innards can fall loose and block the flow. Restriction can most definitely cause overheating.

Temp Gauge-Check to make sure the gauge is working accurately! Use the same method that was used in checking the thermostat. These should keep you busy for one weekend; thanks go out to John Wright who unknowingly let me steal his article from the NAMGAR newsletter!

Jeff Delk, The Peachtree Registry, volume 1, number 1 May 1986



THE



REGISTRY

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Rick Watts has rejoined PMGR. Here is an article from his presidency of PMGR.

CALENDAR OF EVENTS

Thursday, February 3rd, Monthly Meeting at Sandy Springs Steak & Ale. Meet at 6:30 P.M., dinner at 7:00, meeting to follow. For more information call Rick Watts, (404) 972-8726.

Saturday, February 12th, Tech Session, Under Car Inspection. Global Motor Sports. Meet at 2:00 p.m. For more information call Joe Anduze, (404) 949-1889 or Rick Watts (404) 972-8726.

Friday - Sunday, February 18th - 20th, World of Wheels, World Congress Center, Atlanta, GA. For more information call Don Harmer (404) 457-4566.

Saturday, February 26th, Bowling Night, There is still time to practice, get ready to take on the Triumph Club. Article coming in next newsletter. For more information call Barry Christensen (404) 426-6876.

Welcome New Members

Manny Enriquez / '78 B
Robert & Esther Cooper / '77-B
Robert & Laurie Lowy / '53-TD
Steve David / '73-B
Bart & Debbie Achille / '63-B, '69-C

DID YOU KNOW? There are 58 members past due on their membership!! Check the label on your newsletter to see when your membership expires or has expired. Send dues to Peachtree Registry, c/o **Kevin Walsh**, 344 Crowell Road N, Covington, GA 30209 or call Kevin at (404) 787-3030. Dues are now \$15.00.

Behind the Wheel

by Rick Watts / President

Well it's a new year with lots of new and exciting things to do with our cars and our club. Before saying a final farewell to 1993, I would like to take a moment to offer thanks again to all the people that made it the great year it was. I would like to offer a special thanks to our past president for 1993; Barry Christensen and his tireless efforts on the a part of the Registry.

You will find in this issue of the newsletter a list of planned events for 1994. Participation in these activities is what makes our car club the great organization it is. When I joined the Registry three years ago, it was with the intention that Brenda and I would get actively involved with a good group with some common interests. Well we surely picked the right organization. We have attended most of the events sponsored by the club and have had a great time. We have made some great friends and haave never been involved with a better group of people.

The only way to get the most of what the club has to offer, is to get involved. Go on the tours, to the shows; attend the meetings, tech sessions, the parties, and have fun! Once you get involved you will really know what this club is all about, and may want to sponsor your own activities and keep the fun going.

I would like to offer a special welcome to all of our new members and their families. Let's all come out, get involved, have fun and make 1994 another great year for the Peachtree Registry.

As your president, remember I am here for you. I want to see the club continue to succeed. So if you have any questions or concerns, needs or suggestions, give me a call any time at (404) 972-8726. ■

Get Out for a Drive

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

June's City of the Month is McCaysville, GA

Quick Facts About McCaysville, Georgia

McCaysville was founded in 1904.

Elevation: 1,463'

Size: 1.6 Square Miles

County: Fannin County - In 1853, shortly after the discovery of copper in the area of McCay (now McCaysville, GA), Benjamin Chastain introduced a bill to create Fannin from portions of Gilmer and Union counties, which passed and was signed by Gov. Hershel Johnson in Jan. 1854. The first county elections were held the following month.

Population: 1,388 (2020 census)

Official City Website: <https://www.cityofmccaysvillega.gov/Default.aspx>

Easy to get to via GPS services:

- 104 miles from Atlanta, GA
- 11 miles from Blue Ridge, GA
- 8 miles from Mineral Bluff, GA
- 54 miles from Dahlonega, GA
- 0 miles from Copperhill, TN
- 64 miles from Canton, GA

McCaysville, GA is very familiar to some Peachtree MG Registry members who participate in the monthly Old Retired Friends (ORF) tours. Once or twice a year an ORF Tour will take us on GA HWY 60 from Dahlonega through Suches, Morganton and onto McCaysville. It's a twisty, curvy route well suited to

our little British cars. McCaysville is a charming mountain town located right on the Georgia, Tennessee State line adjacent to Copperhill, Tennessee, its twin city. The Blue Ridge Scenic Railway brings 65,000 passengers a year to the town of McCaysville where they shop, have lunch and explore the town. The GA/Tenn line aka "The Blue Line" is actually painted through the center of town! You can have your picture taken with one foot in each state. The Toccoa River flows through the center of town passing under two bridges, and changes names to the Ocoee River as it crosses the state line.

For some great dining try one of the following:

Burra Burra On The River - <https://www.burraburraontheriver.com/>

Excellent selection of American food, craft beers, and wine enjoyed on the riverside deck at the historic Riverwalk Shops.

The Copper Grill - <https://www.facebook.com/thecoppergrill>

Great burgers and salads

Ocoee River Café - https://www.facebook.com/OcoeeRiverCafe/about?tab=page_info

Come dine in or on our deck overlooking the Ocoee River. Excellent burgers and pulled pork sandwiches.

For a bit of eclectic shopping try one or several of the following:

McCaysville Drug and Gun – <http://mccaysvilledrugcenter.com/>

Yes! It's really a drug store and gun store all wrapped up in one. It is nothing special except

two things you would not put together. Extremely fun place to take a picture of but inside is a little crowded, especially when the train is in town. There are tons of branded items to purchase with the Drug & Gun logo. The folks helping in the shop are friendly and nice so overall it's worth a visit and a photo shoot!

- Woodland Express Mini Mall and Riverwalk Shops

A collection of boutique retail shops

Sightseeing and things to do:

Blue Ridge Scenic Railroad - <https://brscenic.com/>

Instead of driving all the way to McCaysville you might want to take a train. Starting at the historic depot in downtown Blue Ridge, Georgia, riders take a four-hour, 26-mile roundtrip journey along the Toccoa River through the North Georgia countryside. The first leg of the adventure takes riders on a one-hour trip to the quaint sister towns of McCaysville, Georgia and Copperhill, Tennessee, nestled deep in

the mountains on each state's line. Passengers enjoy all the towns have to offer during a two-hour layover before taking the one-hour return trip through the scenic forest and back to the depot in Blue Ridge, GA.

Play or relax on the beautiful Toccoa River and enjoy canoeing, tubing, kayaking, and rafting using one of the following services:

Rolling Thunder River Company - <https://www.rollingthunderriverco.com/>

Mild or Wild? Rolling Thunder River Company offers adventurous whitewater rafting trips on the legendary Ocoee River or gentle, relaxing float trips on the Toccoa River in an inner tube or a kayak.

Tocco River Outfitters - <https://flyfishingblueridge.com/>

Fly fishing guide services

Have Fun and Safe Travels!!!!

Tom

ORF

ORF TOUR – WEDNESDAY JUNE 16,2021

The JUNE ORF is scheduled for Wednesday, JUNE 16. The starting location will be the IHOP in Dawsonville, GA. We'll be making a circle tour of North GA. We'll head up GA 400 using country backroads around Dahlonega to HWY 60. Up the elevation changes and sharp curves of Hwy 60 to a bio break in Suches, then will pick up Dial Road for another curvy road to our lunch stop at the Cajun Depot Grill in Ellijay.

See URL below for menu:

<https://cajundepotgrill.com/>

After lunch, the return route will utilize Yukon Rd, Hwy 136, Steve Tate Road for our run 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 – Up 400N around Dahlonega to Hwy 60 and on to Suches, GA

11:00 – 11:15 - Bio break

11:15– 12:15 – Continue on Hwy 60 to Dial Rd and on to Ellijay, GA.

12:15 - 13:45 – Lunch at Cajun Depot Grill

13:45 - 15:00 – Homeward bound on back roads to Dawsonville, GA.

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 March 12 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?

May ORF



Our Stories

Bud Krueger

Famous 1952 MG-TD named Lazarus

Continued from last month



Ali MacGraw and Ryan O'Neal return to Harvard 45 years after 'Love Story'
Maria Puente, USA TODAY 5:43 p.m. EST February 1, 2016



Ali MacGraw and Ryan O'Neal drove an antique MG convertible to Harvard University in Cambridge, Mass., on Feb. 1, 2016, more than 45 years after their 1970 classic 'Love Story.' (Photo: Elise Amendola, AP)



Ryan O'Neal and Ali MacGraw arrive for royal performance of 'Love Story' in London, in March 1971. (Photo: AP)

In Hollywood, love means never having to say you're sorry about cheeky promotion of your latest project.

So it was that Ali MacGraw and Ryan O'Neal, driving a super-cool car, returned to Harvard University Monday, a little more than 45 years after their soppy duet in *Love Story* soaked a million hankies and turned them into major movie stars.

Their return was aimed at promoting their national tour of *Love Letters*, a play about a couple who recontact over 50 years through

notes, cards and letters. (Snail mail, for all you texting fiends.)

Now in their 70s and still a pair of faces meant for the big screen, MacGraw and O'Neal arrived on campus in an antique MG convertible similar to the one in their 1970 movie about a rich-and-preppy Harvard student who marries a working-class Radcliffe girl over his parents' objections.

Then she becomes terminally ill. Much weeping ensues.

(Yes, children, *The Fault In Our Stars* has antecedents, in the movies and in literature.)

Continued on next page

O'Neal, despite decades of drinking and dustups, even managed to pull off wearing a jaunty college striped scarf wrapped around his neck.

Both were grayer but retained enough of the good looks that made them so charismatic so many years ago in the romantic tragedy (*Romeo and Juliet* at Harvard), based on a best-selling novel of the same name by Erich Segal. "Love means never having to say you're sorry," was the memorable tagline for the book and the movie.



Love Story won one Oscar (for best score) and was nominated for six others, including Best Picture, Best Actor and Best Actress in leading roles.

Later, the two reflected on their mutual past before an audience of current Har-

vard students, in a conversation moderated by arts journalist Alicia Anstead.

Ryan O'Neal and Ali MacGraw hold hands during talk with Harvard students in Cambridge, Mass. (Photo: *Elise Amendola, AP*)

Holding hands, both said the movie has special meaning to them considering where life has taken them since it made them household names.

O'Neal, 74, noted that cancer, as in the movie, has played a big part in his real life, including his battle with leukemia.

MacGraw, 76, said being back on campus recalled wonderful memories that few of her subsequent experiences in film ever captured.

And both admitted they had a crush on each other during filming.

Contributing: The Associated Press

Bring a Trailer Auctions

By

Jim Doran

webmaster@gatriumph.com



I recently decided to sell my beloved 1980 Spitfire 1500 after 6 years of ownership, though a Triumph in my garage again will happen sometime

in the future. A lot of factors went into this decision but once made the question was “what’s the best venue to sell the car?”. I thought of using the GTA classifieds, Craigslist’s, eBay, Autotrader Classics or Bring a Trailer. Except for eBay, using these other marketplaces I would need to come up with an asking price for the car and I had no idea what it was worth. Some of the older round tail Spitfires were commanding a premium price in the marketplace, but newer rubber bumper cars were laggards. Mine was what I considered a “survivor” in the sense that it had the original paint, was rust free and was not modified except for the addition of a set of Minator wheels. I decided to go with BaT since they catered to the “car nut” crowd interested in a variety of high quality cars. Once I decided on BaT I had to agree not to list the car elsewhere.

The first step in the process was deciding on which level BaT service was best for me. [BaT levels of service](#). I went with the Classic level (\$99) and decided to take my own photos. [BaT Photo Guide](#). I took over 150+ photos which was a lot of work but paid off in answering a lot of potential questions and making it easier for the potential buyer to access the car. I also did three (3) videos: cold start, driving, and hot start, and merged them into one (1) 3 minute video. I hope my efforts demonstrated to the potential buyers that my thoroughness in the presentation process translated to the quality of the car I was presenting.

Keep in mind that I did all this work before BaT said they would even list the car. With over 60 new auctions a day, they turn away a lot of ho-hum cars or poorly presented cars. After registering with BaT, something you would need to do if you wanted to comment on a listing, bid on a listing or sell a car, I began the listing process. After filling out a questionnaire, including a reserve price (which is optional), I dropped all the photos into an image upload box located on the form. I used a link to my Google photo account for the video and be sure to mark it “public”. I hit send and waited. After a few days, I received an email from Andrew, my auction specialist, saying that the Spitfire had been accepted. Andrew would arrange the photos, write the copy and review all the documents. He had a few questions but overall this part of the process went well. He did tell me that due to the volume of auctions, it would 2 to 3 weeks before the auction would go live. The last part of the process was my review and final approval.

Once the auction was underway, I monitored the comments responding as needed. I added some additional photos 3 days in just to create more buzz. By the way, the buyer pays 5% of the sale price or a minimum of \$250 or a maximum of \$5,000. If you have followed any BaT auctions, you know that the seller has to have thick skin as the comments can get a bit snarky. The idea is to get the car sold at the highest price, so the seller needs to remain diplomatic.

I was pleased with the results. I had the cash in my account within 3 hours of the auction’s close via a bank to bank funds transfer. The seller chose to use BaT Shipping service and that went very smoothly. Going back to my debate regarding the best venue to sell the Spitfire, I would have probably listed it for a little over my reserve on Craigslist’s or Autotrader Classics. As it turned out, I would have left money on the table. [My auction](#)

Finding “Friends” on Facebook

Madell Dobrushin

Many of us use Facebook regularly to stay in touch with our friends and family. Facebook is also a source of information, some good and some not so good. One of the areas that I have recently come to enjoy are the Groups on Facebook --especially the British Car Groups. Many of these groups are a great source of information for British Car owners.

The first group I'd like to introduce is “Peachtree MG Registry Group”. This is a closed group, meaning you must apply to join. The application process is extremely easy; just answer 3 questions. This group was formed so that our members could easily post and comment on posts. Of course, the focus of this group is the Peachtree MG Registry Club and our activities. Their “About” states: “Since 1984, dedicated to the enjoyment and preservation of all British automobiles regardless of age -- old or new. The Peachtree MG Registry is home to more than 140 British car enthusiasts in the Greater Atlanta Metro region and beyond. Membership is open to anyone who has an interest in British cars. Our largest population is North of downtown Atlanta, but we also have members across Georgia and surrounding states plus multiple states, from Connecticut to Texas. We plan and conduct events that bring the owners of British Cars together for a wide variety of activities. For example, we do frequent drives in the surrounding countryside and mountains to keep the cars exercised. We conduct tech sessions to learn how to update and maintain the cars and even help with repairs as part of the education process. We organize trips to a variety of car shows, both near and far, and conduct the Southeastern British Car Festival every even-numbered year in Dillard, Geor-

gia. Additionally, we support worthy charitable causes. Simply, we laugh, drive, and share wonderful fellowship along with the love for our British cars. Come join us!” If you are a member of Peachtreemg Registry club, please join this group and post photos of your projects, your cars, and any events you attend.

The second group I'd like to introduce is one that I recently joined on Facebook: “NAMGBR - North American MGB Register.” We all know that NAMGBR is the group that runs the wonderful yearly car shows. This June, it is in Atlantic City. This is a public group, open to all. But, again, you need to apply, answer 3 questions, and be admitted to this group. The reason for that is to keep advertisers and spammers out of the groups. Their “About” states: “North American MGB Register (NAMGBR) - Much More Than a Facebook Group. NAMGBR is an international MG car club serving the needs of the MGB, MGC, MG Midget, MG 1100/1300, and post Abingdon MG owners, across North America. Established in 1990, our club is run and elected by the membership, for the membership. We hold an annual convention hosted by one of our local chapters and have a completely open business meeting in October of each year, in which the membership is encouraged to participate. We are a registered 501(c)7, Not-For-Profit corporation. We publish The MG Driver magazine six times a year in full color. Our publication features articles ranging from reviews of local shows to tech tips, along with a schedule of upcoming events and tech advice. Please consider joining us – more details at our <https://namgbr.org>” This group is a great way to see what is happening at the national

level and to get information about other clubs in North America. Check out the Files section for information on the convention and other items.

The third group is the “MGB Appreciation Society” group. Their “About” states: “Share your pictures and tales of your beloved MGB-GT or Roadster. Or, just show love for these perfect little cars, that make real noise, not just exhaust noise, but that real noise that sends shivers down your spine!!!” Make sure you look at the Files. There are images and docu-

ments that can help you with repairs or improvements on your MG. This is also a great group to post pictures and ask for advice.

There are many more Facebook groups devoted to LBCs. You just have to put “MG” into the search area to find the right ones for you. This is a great way to keep in touch with the British Car communities from around the world.

Remember the photos of Oliver Walker’s 74 MGB?
It’s back together (after a paint job) and ready to meet us.



April Showers

Jack Orkin

We don't have any unusual showers, but some interesting places to get out of showers!



Waiting at the Ingles in Clayton, GA to meet others on the way to NAMGAR GT-38 in Asheville, NC.

It was steady rain and rather than sit in the rain, I determined that the large sidewalk in front of the Ingles had a ramp for shopping carts. So, I just backed the Midget onto the sidewalk while we waited for the others to arrive.



Shortly after leaving on our way to MG2014 it suddenly started to rain in Blue Ridge, GA! I sudden-

ly spotted a large, empty portico so we all dived down the driveway and out of the rain so those with their tops down could put them up. Turns out it was Akins Funeral Home! They were very nice, said we were welcome to put the tops up there, even invited



us in for coffee and to use the bathrooms.

On the way to Moss Motors Motorfest in 2017, it had been a beautiful day but was getting cloudy

and the temperature started dropping. As we were just getting into the town of Lincolnton, NC with a lot of slow traffic and red lights, it suddenly started to rain and due to the traffic, it was hard to find any kind of drive through to duck into. Just as I was thinking we were going to get really soaked, I noticed a car repair shop just ahead on the other side of the street with an open bay. I quickly darted between cars and zipped into that open bay, escaping disaster. The guys at Abernethy Tire were super and let us put the top up.

I am a new or should I say a renewed member as I was an active member several years ago. At one point I was the President until I had a job out of town in 1994. At your British Car Show in Dillard last year, I went on the drive in my JAG XK8 with the other MGs. I quickly learned that a 4000# JAG can't handle the Dragons tight turns as well as a 2000# MG. The friend that was with me fell in love with an MGB that was in the building next to us, which got me interested in them again. As luck would have it, I found one close to me at a good price. It was a 1975 BRG MGB that had been converted to chrome bumpers and needed finishing. It is now finished and is great see attached pictures. I look forward to becoming an active member again.

Rick Watts



Welcome Back



Welcome

**1938 SS-100 Jaguar, replica/hybrid
built by Jacob Perry and son, Jake**

This is one of 4 built, from scratch, by my son and I in 1982/1983

The body represents the styling evident in the SS-100 Jaguar, produced from 1937 to 1938.



The chassis is definitely “hybrid” featuring, among other items: 4 - wheel independent suspension with torsion bars and trailing links) “Addco” sway (anti-roll) bars, 4-wheel disc brakes (Front, Karman-Ghia, Rear, Porsche 914 style It includes rear air height adjustable shocks, and a 12-gal fuel cell Because of the high compression, it starts on 24 volts, then runs on 12 volts

The engine, which was originally 1500 cc, and 55 horsepower is “modified” It features: A crankcase that is “O-ringed” with 6 “shuffle pins” for strength “Chrome-Moly” head studs with “Magnum 44” cylinder heads (8.8/1 comp) A forged 82 mm “stroker” crank with “Super Stroker” Connecting Rods 94 mm “Cima” pistons and cylinders, with “Total Seal” piston rings. “140” Hydraulic “¾ race” camshaft (288-degree duration with .410 lift) 2- “16 pass” oil coolers with electric air- circulating fans (oil cap 6 qts) 2 “dual throat” 44 mm “Weber” carburetors with “Weber” manifolds “KEP”, “Stage 1”, 2000 lb. clutch & disc with “double doweled” 13 lb. flywheel It is “Dyno-tuned” at 145 horsepower at 5000 rpm.

My name is Jacob Perry in Taylors, South Carolina. You had asked for information about some of the newer members, so I thought I would pass some comments on to you. My wife Kathleen and I will

both be 83 years old this spring and will have been married for 64 years this September. We are originally from Port Clinton, Ohio – right on the shores of Lake Erie. Being so close the Put-in-Bay, I had attended all of the Put-in Bay races in the 50s and even the one later event in 1963. They were fabulous and started my love affair with sports cars. We’ve also been back to Put-in-Bay for some of the “Remembrance” events as well as a few of the more recent airport races. I have many fond memories of the various events. Cars I have driven in the past include: MGTD, MGA, Triumph TR3, Karman Ghia, Morris Minor, Triumph Herald, Porsche Speedster, and the Triumph Spitfire. I was part of a Triumph dealership in Sandusky, Ohio in the years of 1959 and 1960.

In 1982 I decided to build a “Hybrid”, combining features that existed in the various cars in the past. We ended up making 4 of them, 3 of which were requested for “customers”. I include a description of what was included in my car. I still have this car and drive it in the warmer months for weekend mountain drives. The engine is heavily modified, so it takes a little experience to drive it. I include a picture of the front of it with my Peachtree badge. I enjoy the many articles in your newsletter. I have been fortunate that in my working career, I have been able to visit some of the places that I loved reading about in earlier days. Have been fortunate to have been able to visit Brands Hatch, The British Motor Museum, The Morgan Factory, Goodwood House for the hill climb up the driveway, and have made several visits to Brooklands. I’ve also been to the Nürburgring on three different occasions. (Twice for the F1 races and once for an endurance event for sports cars) I currently am enjoying learning the many features of my Hyundai IONIQ hybrid. It’s fantastic and averages 55 + mpg in everyday use. I hope the information and pictures will be of interest to you! Keep up the good work!



Episode #3 – Dad’s Friend, Became My Friend –
“Chocolate Drop” is a 1980 Russet Brown MGB Roadster. A friend that sticks closer than a brother. Friend Art Dosal

This story begins with ***two friends*** that shared two things in common: a love for *mechanics* and *music*. They grew up on the same street in Tampa, Florida; where one played the trumpet and harmonica, and the other played a number of different instruments. They spent many hours playing music together. Their ***friendship grew*** from boys on the street, to soldiers who served during the years of World War II, both went on to become family men who shared hard times and good times alike. One of those two men was my dad. As life went on, one of those men became a Director of Coin Operations at General Telephone Company. The other man . . . my dad . . . passed away.

As years passed, my dad’s son was hired to develop an Internal Auditing Department for General Telephone Company. This audit department existed to meet the requirement of the Public Service Commission regulating public utilities back in the day. In the course of a particular year, an audit was required of Coin Operations. It was during that audit that I met ***my dad’s friend***, Art Dosal. During the months that followed, we came to realize that we had more

in common than my dad and a love for music and mechanics. We came to realize that we shared a love for British cars especially the MGB. We spent many hours together talking through “*how to*” make repairs, replace seats, tops, etc. etc.; and scouring junk yards to locate parts needed for the various restoration projects that he worked on and that I worked on individually of each other. It was great fun as ***dad’s friend became my friend!***



Learning from a Friend



One day I got a call from Art. He had bought an MGB but decided he had too many projects so wanted to sell it. All he wanted was what he had paid for

it. It had a crushed passenger side front fender, had not run for a number of years, but had an air conditioner. This feature was new to me. So, seven hundred dollars later, the car was brought home. This was the car through which I learned how to do body work and paint! An elderly gentleman named Ken Englehart, also from the WW II era, would not let me purchase a replacement fender for the one that was crunched. Instead, as **my mentor friend**, he taught me how to press out crunched steel, use a leading process as filler instead of bondo, and properly prepare a body for paint! He taught me that preparation is the key to a great paint job. The paint job came out flawless! After reassembly, replacing the interior, and detailing the engine compartment, **all we could do was smile**. This 1980 Russet Brown MGB Roadster became known as "Chocolate Drop"! It was driven daily to and from the office. After late night business meetings or counseling sessions with young people, *Chocolate Drop's* owner would fold back the top and drive home the long way! **Why? Because an MGB with the top down was ...and is... an awesome stress reliever!**



This MG experience was a **friendship experience** that will last beyond the ownership of "Chocolate Drop"! **You may wonder what life lessons we learned from this MGB restoration project that came from two generations of friend-**

ships? Here's a few lessons that have encouraged us along the way: (1) **Friendships are a precious gift** to cherish, preserve, and extend toward others! MG is a marque of friendship that has continued beyond the generation that designed the octagonal emblem we've grown to love and respect; (2) **Learning new skills is an opportunity** that should be grasped immediately. It is a true statement that "God brings people into your life for a reason and for a season". While those people are around, be open to learning new skills from them and to sharing what you have learned from your experiences with them; and (3) According to the biblical teaching recorded for our learning, there is a Friend that sticks closer than a brother. Some friends may abandon you; but there's One that never will. That Friend is God and His Son, so by faith, **take the opportunity to get to know Him** as a friend!

Oh, by the way, dad's son was me. But here's the neat thing. **My dad's friend Art became my friend**; followed by my son becoming Art's son's friend! Three generation of friendships sharing MGB's in common! Perhaps you will allow us and others to become part of your circle of friends. **This last picture** was the first MG rally attended by "Chocolate Drop" in Winter Park, Florida! **Great Fun!** We hope you are encouraged by this article. **Thank you** for letting us share our MG experience with you! Please **stay well!** And, **Safety, Fast! Call, text, or email us as needed. We're here to serve.**

Rev. Manuel & Joyce Diaz (813/390-3721/323-7592) mdiaz@mccullaghandscott.com

Our Travels

Athens Cars and Coffee

Jack Orkin

After a year's absence, the first in-person Cars and Coffee was held on May 1 in Athens. It was a beautiful clear and cool drive over to Athens and there was a nice, interesting mix of vehicles in attendance. And look who wanted to park next to the Midget!! Along with PMGR members Larry Norton and Ted Stewart, we also met a couple of MG owners who are new or soon-to-be members of the PMGR. After

enjoying the morning stroll around the parking lot, we drove to Normaltown for lunch. Normaltown is sort of like an up and coming Little Five Points in Atlanta with a laid back, funky vibe with interesting eateries and shops. We filled up with some really good pizza at Automatic Pizza and filled the MG with some \$0.33/gal. gas!! We then had a nice, but very much warmer, ride back home. A beautiful day for an MG. The Athens Cars and Coffee is the first Saturday of the month.



MG Travels to Towns in Georgia Named After Presidents – Jackson, GA

Jack Orkin

Seventeen intrepid travelers in 10 LBCs participated in the drive to Jackson, GA in our series of MG Travels to Towns in Georgia Named After Presidents.

Previous trips included Washington, Jefferson, Madison and Monroe. Leaving from the QT in Snellville, we made our way south on mostly backroads. Our first rest stop was at the big boy toy store in McDonough, better known as Summit Racing.

Unfortunately, what was supposed to be a shake-down cruise for Abe and Susan Cheij's "new" Triumph Herald turned out to be a breakdown cruise. After suffering a couple issues, they had to leave the group on a wrecker. I hope Harriet gets well soon!

The rest of the group continued to Jackson for lunch. Due to poor planning, it turned out that Jackson, as well as Locust Grove which was on the way, had festivals going on which resulted in some heavy traffic. The square in Jackson was packed with festival goers and there was no way we could park and eat at the planned spot on the square. Luckily, Bill Wood knew

of a highly rated BBQ joint a couple of miles away. Fresh Air BBQ has been in Jackson since 1929 so they must be doing something right. It was very busy and the line was long, but they had a nice covered pavilion with picnic tables and the food was very good. And, it turns out that Fresh Air was started by Dr. Joel Watkins, the local veterinarian! Presumably NOT using his patients that didn't make it!

<https://www.youtube.com/watch?v=j1H4fpLsdG4>

After lunch, the drive turned back north to Covington for dessert. Bill Wood was also quite familiar with Covington and gave us some interesting history of the town and pointed out some antebellum homes in the area as we arrived. Some of us then enjoyed ice cream on the square at Scoops while others preferred liquid dessert at the Social Goat Tavern. After dessert, several cars made their way back home on their own, and some continued with the tour, as we drove through Oxford College of Emory University, the birthplace of Emory in 1836, before finally ending up back at our starting point.



We are Creative

Willard 2021 MG Rodeo and Arts Festival 5/15/21

By Dave Peck

StayMGcation

Series 1: Episode 5 The Chase

Recap: If you missed Episode 4 in the May newsletter, here's a quick summary. Three Club members (Harry Culpepper, Arthur Dankworth, and Oliver Wheelwright) and Oliver's 12-year-old granddaughter Priscilla "Pris" Wyld met at an Atlanta English pub to plan for the Willard 2021 car show. They decided to add a rodeo to this year's show. They received a message that someone purloined a bunch of very valuable pre-war MGs and may be planning to sell them to possibly obtain a nuclear bomb. The Peachtree MG Team's mission is to find out who stole the cars and recover them. They flew to Monaco. Arthur won 1.5 million euros playing poker. At the car auction, the Team wasn't going to have the high bid for MG Old Number One, so Pris and her grandfather Oliver decided to take the car for a test-drive. As they drove away, Pris tossed off a long pink glove with the letters PP embroidered on the backside of the hand. Pris was now the Pink Princess.

As Pris and Oliver drove off, the security officer screamed at them to stop and fired a warning shot, but they kept going. Even with platform shoes, Pris's feet barely touched the pedals. She drove erratically, forcing everyone in her path to scatter. She finally managed to find the entrance—drove through the doors, down the steps, and onto the street. The police were in hot pursuit with their sirens blaring. Oliver reached over to grab the steering wheel to keep

Old Number One on the road. The security officer's car was right behind Pris and Oliver who only got about 6 miles before they ran out of petrol. The Security Officer confiscated the MG, and the police placed them under arrest.

While the car chase was in progress, Harry and Arthur stayed behind at the auction. The place was nearly deserted, so they snuck behind the curtain where the remaining cars were lined up awaiting their turn to be sold. They found three old MGs. Earlier in the day, Harry had driven a rented 18-wheeler to the back of the auction house. Harry and Arthur put the MGs into neutral gear and pushed them onto the trailer. They drove the cars to the port. Harry remembered that the personal note inside his envelope at the English pub told him to deliver the cars to the ship container identified as "MG1." They found the container and paid a dockworker to push the cars into the container.

Oliver and Pris were taken to the police station. After being booked and fingerprinted, they were released and told to report to the courthouse tomorrow at 10 a.m. When they arrived back at the hotel, Pris asked how they were going to get the MG back.

"Oh, don't worry about that," said Oliver. "I paid the Security Officer 1,000 euros to take Old Number One to the port and load it on a container marked 'MG1.' It should be heading to the U.S. before the end of the week."

On the morning of the next day, Pris and Oliver appeared before the Magistrate Judge. The prosecutor told the Judge that the pair had stolen a classic car from the auction and endangered the lives of people in the hallways as they drove recklessly through the

Continued on the next page

hallways and then onto the roads. He asked the Judge to throw the book at them. The Judge picked up his law book, raised it above his head, and hurled it at Pris and Oliver. They ducked. The Judge said he found them guilty and asked if they had anything to say before he imposed sentence.

“We’re American citizens,” said Oliver! “We’re here as representatives of the United States to retrieve stolen MGs. We demand justice! We demand representation! We demand to see the U.S. Consulate. If you sentence us to prison, the U.S. will reduce Monaco to a burnt crisp.”

“Your threats don’t scare me,” replied the Judge. “I’m going to make an example out of you. I sentence you to ...”

At that very instance, there was an extremely loud sound like a thunderbolt that lasted 30 seconds. The courtroom shook—Oliver and Pris fell to the floor. Apparently, the U.S. and British were conducting a joint military exercise above Monaco to test their defense of Europe. Their planes flew very close to the ground.

The Judge crawled out from under his desk and

said, “case dismissed; all charges dropped. Please give Ms. Pris a key to the city. You’re free to go. Court is adjourned.”

“Wait a minute Judge, we want to be entered in the Monaco Grande Pris.”

“Don’t push it. Okay, I can get you tickets.”

“We don’t want tickets. We want to race our MGs in the Grande Pris.”

“You must be crazy. You’ll be lapped in the first 5 minutes and likely run off the road. But it makes no difference to me if you want to kill yourself. I’ll issue an order allowing you to enter one car in the Grande Pris.”

“Make that three MGs to be entered and we’ll need a film crew,” said Oliver.

To be continued next month



Printed in GTA, April



A Postcard from Karel



The postcard that I got from Karel, with an Iris Blue MGA, is from the Hollywood Downtowner Motel, in Los Angeles, CA. Take a good look at the words Hollywood Downtowner on the sign. The shape of the white back ground doesn't quite fit the oval shape of the sign and the perspective of the text is not quite in alignment with the rest of the picture.

After Google'ing around a little bit it turns out that the motel was built in 1956 as the Coral Isle and later was renamed the Hollywood Downtowner. Apparently they didn't want to invest in new photography and just put the new name on the old, existing, photograph. Here is the old postcard, with the same Iris Blue MGA, from when the motel still was the Coral Isle.



A Greeting Card from Reinout

The painting on this card is by Chris Bazely and is entitled "Lay By". The card further reads; Reggie had always taken an interest in botany. But this summer he'd just bought a new M.G. The sun was shining, so he decided to study Primroses. (note the periods in M.G. necessitating a second period after the G to end the sentence. The card was published by Malcolm Bradburn Greeting Cards in the UK.



Tech



It is a shame that products sold as being the best and having hundreds of posts about how good; actually, turn out to be junk. Last month I talked about using some POR engine paint. It sucks. First, it wiped off in some places when cleaning a little oil off the engine. Then, it discolored when the engine ran hot. Yes, I said my newly

rebuilt engine ran hot.

It had installed the original thermostat during the rebuild, after we tested it in boiling water and watched it open. I like to install a blanking disc and no thermostat in new engines until the first re-service. Then I install a 160-degree unit. This time, we read the supercharger instructions and they said use a 185-degree unit and that was what we had.

Also in my defense, the temperature gauge that I was told had been tested in boiling water and it had worked, was in fact not working. So, what happened? My normal practice with a new engine is to test drive after running in the new cam/lifter combo; reservicing the engine by torquing the head. (I have never had the bolts be so loose after 20 minutes of running as I did with these ARP studs) and adjusting the valves; giving it a close once-over for any visual problems. I take it out and run it for a few minutes making sure it is running well; then, I get it to 65 mph in 4th gear and back off letting it coast down to 35 mph. Then I accelerate staying in 4th back to 65 and repeating the process about 12 times.

This time, after only about 12 miles, it started sounding like the supercharger was coming apart. Still being several miles from home, I put the car in neutral and let it coast down the hills and things got quite again. I slipped it back in gear and drove home,

slowly. As soon as I got to the shop, I opened the bonnet and shot the thermostat housing with an infrared temp gun. 232 degrees! That is hot and the gauge had barely moved.

I let it cool down and did another torque of the head bolts and again found about 1/4 turn of each nut. I did a compression check, and it was the same as before, 155 to 160. The car cranked well and appeared to run fine. It went home. But it was to return days later running very poorly.

This time a quick compression check showed a bad gasket between cylinders # 2 & 3. With a compression gauge in #2, pressure blew out #3 and vice versa. No question the gasket was bad. Out comes the Evan's waterless coolant and off came the head. It was not blown as bad as I expected but is definitely bad. Unfortunately, we did not have another gasket, nor could we find one locally.

I cleaned the surfaces and checked for warpage with an expensive Snap-On straight edge. The head and block were flat! Good. I checked the valves and springs, and everything looked good. We ordered a head gasket set Friday afternoon from a Ca. Company, overnight. You would think that meant Saturday delivery. You would be wrong, almost \$80 overnight fees and it came Monday afternoon; early afternoon.

So, here is something else you need to check closer before using — head gaskets. We looked closely at the bad one and noticed the fire ring was not consistent around the cylinders. Here is a picture. Notice the area between the cylinders; very narrow, isn't it. The distorted fire ring is visible. Also, note the small circle area that is just about into the cylinder. This is a factory pressed-in-place brass plug that has recessed into the head. It did not quite clear level with the head decking.

Continued on next page



We looked at the new gasket and found the same thing. We had two new ones, so we picked the one that looked the most consistent. It was treated with Permatex High Tack gasket goop. This was suggested to me by the tech department at Mr. Gasket who makes most of our gaskets now days.

I did not use the ARP small head bolt washer but installed larger diameter MGB type washers. I did not use the lower torque figure suggested by ARP but went back to factory specs. And I installed a blanking sleeve in place of the thermostat. Now the engine is built closer to my way. We tested the temp gauge in boiling water and this time it was not working. It did move just a schosh (tiny bit).

After filtering the coolant and changing the oil and filter (read the end of this article about a warning about oil filters), we ran the engine for a few minutes, let it reach operating temp for a while then shut it off and let it cool overnight. The next day, I checked the head torque and found no movement in the nuts. Test drive went well, although the supercharger still sounds bad to me and I let the owner listen to it thru a stethoscope.

The supercharger has a special oil container that uses Marvel Mystery oil to lube the internals thru a small vacuum tube. There is a very sensitive adjustment knob to set the oil flow. It calls for one drop every 4 to 6 seconds and this is visible thru a small sight glass. The smallest adjustment one way or the other makes a huge, 2 to 3 second difference.

Problem with this is the rebuilt original Holley carb seems to drop its float every so often causing a very

rich mixture. This can wash away the little quantity of oil lubricating the internals and causing future damage or shorter life of the supercharger. The person who rebuilt the supercharger and carb will be notified and asked what should be done.

Before anyone asks, I did not charge for my time to replace the gasket. Was it my fault, I do not think so. The owner paid for the parts and we both worked on the head. In the future, I will NEVER, repeat NEVER let anyone direct my building anything. I am still willing to work with customers who want to learn but it will be done my way and only my way.

Look back at some of the problems with this rebuild and I cannot guarantee it would not happen with me running the entire show. There were problems with the machine work; the boring of the block not fitting the piston. The parts: rings, original head gasket, pushrods, spring spacers (could be on the machine shop as he installed the new guides which I do not like), thermostat and the new first head gasket. The second oil filter although it was faulty, will work fine on this car. There is an oil leak at the rear of the oil pan that I will take care of because the pan gasket set was not one with the uprated rear pan seal. I have one on the way as I write this.

So, what is wrong with the oil filter? First, it is not a Wix or NAPA Gold. It is a K&N supplied by the owner. Several years ago, we took a Wix and K&N apart and compared the internals. The Wix had a lot more filtering element and a better quality of materials inside. So why pay more for less? The other problem was the anti-drain back seal inside the filter.

Take any spin on oil filter and look at the circle of small holes around the center hole. Oil comes from the pump, pushes into the filter past this seal and goes into the engine thru the center hole. If you look carefully, you will see the seal is centered in the housing. Several K&Ns I have seen are not centered. If your filter screws up from the bottom of the housing, this will not make any difference.

But, on an engine like late MGBs where the filter is screwed down on top of the housing, hot oil can

drain out of the filter back thru the pump. Every time you crank your engine, you have to fill the filter before any oil gets to your bearings. If it has been several days between starts, you are starting your engine "dry". No oil on the bearings. I know of a MGB engine that ruined it's bearing from this.

His filter was sent back to K&N where they admitted it was faulty. They did not even send a free filter. I have sent pictures of this problem to K&N and have not had a reply as I write this. Look at the picture and you can see the red seal at the 2 to3 o'clock position but none at the 7 to 8 position.



Well, the car has gone home again and should be off to a show in Ca. soon. On to the next project!

Hope to see yall somewhere soon. Be safe and shoot up with the vaccine. Yes, you may feel bad the second day after the second shot, but you will get your ID card proving you have been vaccinated. You might need this in the future; even though you need almost no proof to vote.

Barry Rosenberg

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SU Throttle Shafts: Reaming and Bushing *Reinout Vogt*

While going through stacks of old issues of MGA!, the bi-monthly magazine of the North American MGA Register, I noticed a tech article about replacing SU throttle shafts. It was written by good friends Ann and Jake Snyder of the Chicagoland MG Club, and first published in the October 2001 issue of the Driveline, the CMGC newsletter. I had sort of forgotten about Ann and Jake's series of tech tips for their local club and thought that some of them might still be relevant, today, for the members of the PMGR.

Coincidence or not, just a day or two later Jack Orkin mentioned that he was considering to rebuild the SU's on his 1974, original owner, MG Midget, and wondered about replacing the throttle shaft and bushings. So, here is a re-print of the article, with special thanks to my friends Ann and Jake and the Driveline editor Victor L'Heureux.

It seems like decades ago, and it was, when a peaceful weekend afternoon meant tuning the twin SU carburetors. It was wonderful how each instruction in the shop manual could be followed perfectly, and the engine would idle perfectly, and then we would blip the throttle, and we could start all over again. This was a perfect game, because it was entertaining and cost only a little for a whole afternoon's gasoline. And it was never over, because each time the throttle was pressed, the car needed to have the

carburetors' mixture adjusted and be synchronized again. We understood that many others enjoyed the same entertainment, and all was as it should be. Rebuilding the carburetors in those days meant changing the valve in the float bowl (there were no Grose jets in the beginning) and replacing the various gaskets that came in the "rebuild kit". These kits were carefully assembled by the supplier to avoid any component like throttle shafts, main jets, or needles that might actually correct any real problems and end the peaceful afternoon entertainment.

Then came a revelation when we took the University Motors Ltd. course on tuneups. This was really a course on rebuilding carburetors and distributors, and there was no screw or spring or gasket that was left attached in the rebuilding process. And the most important concept was that throttle shafts were not only replaced, but the worn carburetor bodies were made like-new again by reaming them and fitting bronze bushes. There are many warnings in the books about the impossibility of repairing the worn out bodies that have egg-shaped throttle shaft holes in them from tens of thousands of miles of use. "Just give it up", the books say, "and shell out a few hundred for new carburetors." The reason the re-bushing is supposed to be impossible is that the bushes must be in perfect alignment, which means that holes in the carburetor body must be align-reamed and then align-reamed again on the inner diameter to make certain that the holes for the

throttle shafts line up perfectly. University Motors Ltd. dared to accomplish the process with custom-made reamers operated on an expensive metal lathe that actually did ream both sides of the carburetor body simultaneously. Needless to say, custom-making a reamer for one or two sets of carburetors would not make any financial sense at all.

We used the set of carburetors we had taken for the tuneup course at UML, and, not unexpectedly, one of the other cars started providing the same entertainment that had so engrossed us years before. Knowing what the problem was, however, took all the fun out of setting and resetting carburetors that had air leaking past the throttle shafts, almost never ending up with the same leak after using the throttle. Thus we were faced with sending the old carburetors (or at least the bodies) out for rebushing, buying new carburetors for hundreds of dollars, or having a custom reamer made and buying a metal lathe for thousands of dollars. While idly glancing through a machine shop catalog, just to see whether there was any way that an expensive metal lathe might have some other use, like mixing paint or bread dough, we came across a listing of reamers. One was particularly interesting because it had a smooth 5/16" drive end, reamed a 3/8" hole, and cost five dollars. This was definitely in the right price range, and actually works with just a few modifications that take no more than an hour. The trick is to use the reamer in a backward sense, with the 5/16" end acting as the pilot, and the reamer being driven from the front end ordinarily used to enter the work. Naturally the reamer must be turned counter-clockwise to present the cutting edges of the flutes. The modifications are to grind cutting edges on the trailing end of the flutes, and to attach a nut on the front end with set

screws so the reamer can be turned with a wrench or socket.

What you need to "do it-yourself" is:

One reamer, 3/8" (comes with 5/16" shaft) (Enco number 337-7124, Enco Manufacturing Company, 800-873 3626): one 3/8" inch nut; two 8/32 set screws 3/16" long; four bronze bushings, 3"/8"n outside diameter, 5/16" inside diameter and 1/2" long (HIF carburetors) or 3/4" long (HS carburetors). The shorter bushings will work in HS carburetors, but longer is better because there is more surface to absorb wear and control air leaks. These cost anywhere from twenty five cents apiece to three dollars apiece depending where you buy them and whether they come prelubricated, The most economical and fastest place to get them is from a company that specializes in distributing bearings.

Here is how you do it:  Step one. Bore out the 3/8" nut with a 3/8" drill so it will pass over the reamer. Bore and tap two holes on two flats of the nut for the set screws. Fasten the nut on the front of the flutes of the reamer and tighten the set screws. Grind them off if they protrude. Grind cutting edges on the trailing end of the flutes: This will become the new cutting end.

Step two. Disassemble one of the carburetors. Do one at a time so there is a reference when something does not make sense. Clean the carburetor body with solvent and a pick. Holding the carburetor body securely in a cushioned vise, and, turning the reamer "backwards", pass the shaft through the body into the hole on the other side. Ream the near side. Check fit a bushing, then remove it, smear with thread locker and refit. Then ream the remaining throttle rod hole and fit a bush in the same manner.

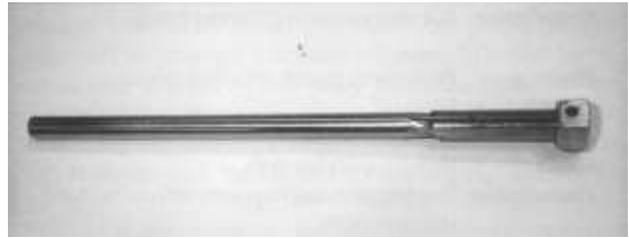
Step three. Rebuild the rest of the carburetor as detailed in Bentley or Haynes. Use a new throttle shaft, main jet, needle, Grose jet, gaskets and seals. Lube the new bushings so they do not wear out right away. Rebush and rebuild the other carburetor.

Step four. Replace the carburetors, set the mixture and air flow as given in the books, and take the rest of the peaceful afternoon off.

The procedure really is simple. We have used it for several years, and others have produced acceptable results as well. The key for us was taking the course at UML, which gave us the confidence to attempt the rebushing job with our home-made tool. The advantage of this procedure is that it can be done quickly, standard size throttle shafts (that is, inexpensive) can be used, and really bad wear in the carburetor body can be corrected without using an oversized shaft and oversized reamer (both expensive). And you did it yourself!



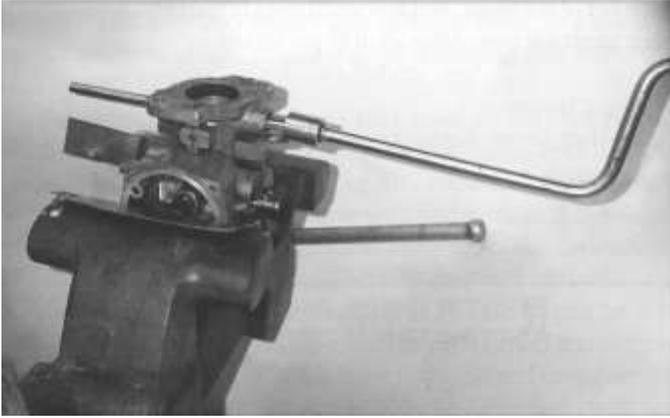
A five-dollar reamer and a 20 cent nut are the main parts needed. Two 8-32 set screws will hold the nut in place.



The assembled reamer, showing one of the set screws. We have also made some reamers by welding, but the high temperature is probably not a good idea for a precision tool. Note that cutting edges have been ground at the original trailing end. We used a die grinder on this reamer but we have also had perfectly acceptable results using a hard white stone.



The carburetor body is held in the vise with brass strips cushioning it. The reamer is best driven by hand, withdrawing frequently to remove the swarf with a gentle air blast. We used WD-40 for lubrication.



The reamer is held by the old bushings for the first pass, and by the old and one replacement bushing for the second pass. This process has always worked for us and for several other MG owners for whom we explained the procedure.

Note:

The \$5 Enco reamer 331-1124 is no longer available and a replacement is no longer \$5 either. But still, this tool from MSC for about \$30 will do the job. Of course any, lower cost, 3/8" reamer with a 5/16" shaft, a.k.a. chuck reamer, will do the work as well.

<https://www.mscdirect.com/product/details/02290245>

Regalia

Since the beginning of this year, we've talked in this column about all of our Peachtree MG Registry regalia, car badges, name tags, lapel and hat pins, window decals, and apparel. We also streamlined the ordering processes and shipping of the car badge and the name tag and we updated the Land's End storefront and made it very easy to order the official 2021 polo shirt and hats. So, what's next?

I have received a few suggestions for PMGR branded items that the club could promote. A magnetic sign that you can put on the door(s) when we're out on a club sponsored drive, a bright emergency vest to wear when a car breaks down (do MG's ever do that?), or custom-made candles. And how about a bandeau (or buff) which is neck/headwear item that can be used to: tie long hair to stop it getting knotted in the wind, as a face mask, or in several configurations to cover the head or neck. But there are more possibilities we can pursue. Either for an 'ordering if needed' system like we do with apparel and name tags, or something the club could buy and sell at meetings etc. as we do with the grill badges, pins, and decals.

Please let me know if you have any ideas or would like to see us provide a certain item. There are so many things that we use on a daily basis that can easily be branded with our logo; coffee/tea mugs, beer or wine glasses, pens etc. There are also many items to use or carry when driving our MGs; scarf, sun visor, tool bag/roll etc. There is really no limit and I look forward to your creative ideas and suggestions. You can call me at 847-342-9804 or email reinoutvogt@gmail.com.

Amelia Island Councours

Thank you, Jim Mccrory for bringing this to our attentions

Both MGs were from GA

1953 Arnolt MG Coupe, owner - Stanley Cryz, Brooks, GA

1954 MG Special/Lester, Owner - Steve Konsin, Roswell, GA





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