

June 2022



The Registry

Peachtree MG Registry

The official monthly publication of the Peachtree MG Registry,



Table of Contents

| | |
|------------------------|--------|
| President's Message | 2 |
| Calendar | 3 |
| Upcoming Events | 4- 5 |
| Celebrate | 6 |
| ORF | 7 |
| News | 8 - 22 |
| Our Stories | 23-25 |
| Creative | 28 |
| Looks Interesting | 30 |
| Dillard Information | 33-34 |
| Fall Mountain Tour XXX | 35 |
| Postcards | 36 |
| Tech | 37-42 |
| For Sale | 43-44 |
| Ads | 45 |

Welcome New Members

Cheryl and Glenn Trulock
 Torill and Steven Groff
 Gene Holtzclaw and Kim Katlic
 Mark and Tina Alexander
 Randy and Linda Longenbach
 Scott Jolliff

Reach us by phone:

(866) 279-9728

Check out our YouTube Channel
 and Subscribe

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



President's Message

Blake Aasgaard

Hello Peachtree MG Registry Members!

Well here we are in June, the Atlanta British Motorcar Day is now in the best history books, and we're just three months away from our very own Southeast British Car Festival in Dillard.

If you have never been to this event, you are certainly in for a treat. Normally held every other year, the 2022 event will mark the festival's 30th anniversary. Nestled in the very finest hills and roads that can be found possibly anywhere on earth for your little British car, the Dillard House provides for a simple hospitality, which is also possibly unmatched throughout the world and remains specific to the Appalachian mountains of the South.

Don't forget to register right away if you haven't done so already, and be sure to spread the word!

My wife, Karyn Aasgaard, will be running PMGR hospitality for the show, and she is requesting volunteers to ensure everyone feels the welcome atmosphere this greatest event is so known for. She needs helping hands and healthy finger foods!

Her email is karyn.aasgaard@gmail.com and her telephone is (770) 265-9228.

Please remember to contact Erich Starzinger or me if you would like to contribute help in any way with this, our club's premiere event.

CELEBRATION OF LIFE
CRUISE-IN FOR TIM GAFFNEY
 at the Blairsville Cruisers Car Club Show
 3 - 7 p.m. | Saturday, July 2, 2022
 Union County Farmers Market
 290 Farmers Market Way
 Blairsville, GA 30512

JUNE 2022

Sun **Mon** **Tue** **Wed** **Thu** **Fri** **Sat**

1 2 3 4

5 6 7 8 9 10 11

**D-Day
78th
Anniver-
sary**

12 13 14 15 16 17 18

**12 Gen-
eral Meet-
ing, 5-7PM
Vintage
Pizza**

Flag Day **ORF**

19 20 21 22 23 24 25

MG 2022



**Fathers
Day**

26 27 28 29 30

Upcoming

June

June 6-10, GT-47 Colorado Springs, Colorado, www.GT-47.com

June 11, 2022 Heartland Show at the Crown Center, 2405 Grand Blvd., Kansas City, MO 64108
www.heartlandallbritish.com

June 12, 2022, 5-7 PM, General Membership Meeting, Vintage Pizza
5510 Chamblee Dunwoody Rd, Dunwoody, GA 30338

June 12, 2022, British Motorcar Gathering, Hellertown, PA, <https://keystonebritish.com/resources/2022-HellertownRegistration.pdf>

June 15, 2022 ORF

June 15-19, 2022, 64th Annual Petit Jean Show 2022, www.museumofautos.com

June 19-23, 2022 - MG2022 - Peterborough, Ontario, Canada
<https://mgtoronto.com/mg2022/>

⇒ **July 2, 2022 Celebration of Life Cruise-In for Tim Gaffney,**
Blairsville Cruisers Car Club Show, 3-7 PM

⇒ **July 4th, Dunwoody Parade and BBQ at Flexner's (see enclosed flyer)**

August 20-September 13, 2022 Goodwood Revival Tour 2022

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

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

⇒ ****** Registration is OPEN ******

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

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

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

⇒ **October 25-27, Fall Tour XXX to Spruce Pine, NC**

The Peachtree MG Registry



DUNWOODY'S OWN AND GEORGIA'S LARGEST

4TH OF JULY PARADE

WHEN: MONDAY, JULY 4TH (Obviously)

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 friends

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)

Replies appreciated 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

Celebrate

June

| | | |
|-------------------|--------------|-------|
| Susan | Cook | 06/20 |
| Elise | Crabtree | 06/04 |
| Stanley | Cryz | 06/13 |
| Raymond | Dafrico | 06/16 |
| Brad | Dryden | 06/07 |
| Larry | Ernst | 06/18 |
| Marcy | Fraser | 06/14 |
| Betty | Hollan | 06/29 |
| Ronald | Human | 06/24 |
| Gene | Holtzclaw | 06/04 |
| Alex | Iacono | 06/14 |
| Robert G. | Jackson | 06/23 |
| Tom | Jaeger | 06/05 |
| Julia | Johnston | 06/17 |
| Kaycee | Logan | 06/12 |
| Sam | Marble | 06/23 |
| Jim | McCrary | 06/03 |
| Teri | Navin | 06/23 |
| Philip | Osborne | 06/01 |
| Kathleen (Kit) | Perry | 06/30 |
| Lori | Pilon | 06/22 |
| Michael | Seeley | 06/12 |
| David | Skilling | 06/01 |
| Donna | Stanfield | 06/22 |
| Bobbie | Unger | 06/28 |
| Bernard | Wackenhut | 06/29 |
| Gene | Westmoreland | 06/19 |
| Lee Anne | White | 06/06 |

July

| | | |
|------------|-----------|-------|
| Adams | Jeffrey | 07/04 |
| Alexander | Mark | 07/16 |
| Bosko | Thom | 07/31 |
| Boykin | James | 07/16 |
| Brockman | Catharine | 07/18 |
| Brown | Chris | 07/07 |
| Crabtree | Brian | 07/21 |
| Flexner | Barbara | 07/08 |
| Heckendorn | Frank | 07/23 |
| Hoffmann | Oliver | 07/02 |
| Kriwanek | Thomas | 07/01 |
| Lindh | Chris | 07/17 |
| McCluer | Maria | 07/23 |
| McDermott | Matthew | 07/14 |
| McMillan | John | 07/30 |
| Navin | Scott | 07/31 |
| Neale | Richard | 07/24 |
| Rich | Ricky | 07/02 |
| Scarpucci | Penny | 07/26 |
| Williams | Stephen | 07/20 |



ORF

ORF TOUR - WEDNESDAY JUNE 15, 2022

The June ORF will be to Dillard, GA. I will be checking out a couple of self-drive routes we'll be using for the club's Dillard show in September.

Below is the proposed schedule:

- 08:00am – 0845am** Breakfast at **Dawsonville IHOP**
4117 Dawson Forest Rd E/Dawsonville, GA
- 08:45am - 09:00am** Tire checking and drivers meeting in the parking lot
- 09:00am – 10:00am** Head North on HWY 400 'til it ends and then take back roads to just outside of Helen, GA to The Old Sautee Store!!!
- 10:00am – 10:30am** Bio break and some candy shopping
- 10:30am – 11:30am** Curvy back roads from The Old Sautee Store to downtown Dillard, GA.
- 11:30am – 1:00pm** Lunch. Probably eat lunch at the Village Cafe, but I'm open to suggestions for an alternate.
- 01:00 pm – 03:00pm** I'll be running several local runs during this time. I encourage you to tag along or grab one of my published routes and run it yourself. That would be most helpful, but I'll definitely understand if you elect to head home on your own.
- 03:00pm – 04:30pm** Head south the shortest quickest route!!!!

You can skip breakfast just be at the IHOP for a 9am departure.

If you plan to attend, please advise Tom Nadelhoffer at:

blueb@bellsouth.net

Or 404-402-3004

Please advise no later than Monday, June 13, 2022!!!

News

2nd Cecil Kimber Birthday Rally 2022 May 1, 2022



2nd Cecil Kimber Birthday Rally

(by Reinout Vogt)

There are not too many photos of Cecil Kimber, the first general manager and 'grandfather' of all MGs. One photo shows him sitting at his desk in the Abingdon factory, in another he's at the helm of a sail boat. But there is also an action photo, behind the wheel of a special built MG, known today as Old Number One, competing in the 1925 Land's End Trial with co-driver Wilfred Mathews.



You can't see Kimber's face real well, but it must have been competitive as they won a gold medal for their error-free performance. Competition became synonymous with MG sports cars as trials, races, and rallies became their victorious playing field. Although Cecil Kimber's birthday was April 12, the Peachtree MG Registry celebrated what would have been Cecil



Kimber's 134th birthday on Sunday, May 1 in style, with the 2nd Cecil Kimber Birthday Rally.

Participants in 11 MGs and one OM, started in Stone Mountain and followed the 45 mile long route through the low-traffic area to the west of Lithonia, through beautiful Lake Capri in Rockdale County, before heading back to the finish at the Lost Druid Brewery in Avondale Estates. Following enhanced GPS style instructions, which are remarkable error-proof and getting-lost preventing, participants had 13 checkpoint questions to answer and two test to complete at staffed checkpoints. Some of the checkpoint questions, based on signs along the route, were a little bit cryptic and not so easy to answer and along with the results of the two tests there was enough of a challenge for everybody to score the results.

Some of the letters in the checkpoint answers then had to be used to guess three five-character words (similar to the popular game Wordle) for an extra bonus point. That, actually, turned out to be harder than we had expected and only Oliver and Aviva Hoffmann found Happy B'Day Cecil, the correct answer.

The folks who named the roads in the area where the Cecil Kimber Birthday Rally took



place didn't have a lot of creativity and many of the roads we were on had the word

'Rockbridge'

as part of their names. And to settle any tied scores, participants had to guess how many Rockbridge Roads they'd been on. Nobody had the correct answer, nine, but a few came close with eight.

We had permission to park together at the business right across the street from the brewery and while enjoying a beer and lunch participants filled out their scoring sheets



Only one team had an error-free run (just like Cecil Kimber and Wifred Mathews in Old Number One in 1925) and that made Oliver and Aviva Hoffmann first place winners in Oliver's MGA, followed by Phil Preston with his co-driver Jim in second place also in an MGA, and Jack and Kathy Orkin in their Midget in third place. These top three finishers received a miniature trophy so small that the MG logo didn't fit on the base but had to be installed inside the cup (see photos on next page) The rest of the field, in finishing order, consisted of Paul and Barbara



Flexner, MGB, Scott Navin, the highest placed solo driver in MGBGT, Scott Brockman, also solo in an MGB, Jay Franklin, solo in an MGA, Rick Watts and Cheryl Mauney in MGB, Dan Bosso, solo in his MGBGT, new members and first-time attendees Chris and Robin McGahee in an MGBGT, Phil O'Brien and Allison Fichter in their MGA, and Bernie Wackenhut, who just drove the route solo in his Mazda Miata. In the



1st Cecil Kimber Birthday Rally, Phil and Allison, driving their classic Mercedes, had a flat tire and then discovered that the spare had no air in it either and won the Booby Prize. This year, although they completed the route and answered many checkpoint questions, they still had no luck and again won the Booby Prize, a framed print of the artwork that was also on the Cecil Kimber Birthday cake

Thanks to everybody who participated and thanks to Henneke and Kay Silverberg for staffing checkpoint two, then quickly taking

their MGA on a short cut to reappear at checkpoint 12.

Photo 1-

Cecil Kimber and Wilfred Mathews competing in Old Number one in the 1925 Land's End Trial.

Photo 2-Group

At the start in Stone Mountain, from left to right: Paul and Barbara Flexner's MGB, Aviva and Oliver Hoffmann, Scott Navin, Cheryl Mauny and Rick Watts, Paul Flexner, new members Robin and Chris McGahee, John Brockman, Allison Fichter and Phil O'Brien, Barbara Flexner, Bernie Wackenhut, Kathy and Jack Orkin, Jay Franklin, Dan Bosso, Phil Preston and his co-driver Jim.

Photo 3-Finish

Scott Navin and Jay Franklin, and all other participants, enjoying a beer at the Lost Druid Brewery in Avondale Estates.

Photo 4-Trophy1

The scale of the photo is deceiving and these trophies were only about 4" tall.

Photo 5-Trophy2

The trophy had the MG Octagon inside.

Photo 6-Cake

An illustration of Old Number One from the Kimber Centenary Book on our birthday cake. Artwork by Davis Lawley.

Scenes from the GOF South 2022

Jack and Kathy Orkin

The GOF at the Mission Inn in Howey-in-the-Hills, Florida (yeah, I had to look it up, too) is history, but there was more to it than just the car show. We thought we would share a few of our memorable scenes. First off, was getting there. We had 5 cars in our caravan: Kathy and me in our '74 Midget, Reinout and Henneke in their '60 MGA, the HoffMen (Oliver and Nigel), in their '60 MGA and '73 MGB and Paul and Barbara Flexner in their '70 MGB. In addition, several other PMGR members made the trip by other routes, so the club was well represented.



The trip down was mostly uneventful on backroads. But, backroads can get boring sometime, too. During one such period, I noticed Reinout and Henneke pulling out and overtaking the line of cars. Was something wrong? Was I going to slow? (who, me?!). As they pulled up alongside of us, we glance over, and Henneke is taking pictures of us with her phone! Then they leisurely fall back into formation. Well, I have to say the picture she took with her phone is pretty darn good. Thanks, Henneke!

Continued on next page

Peachtree Registry 2022



The "mostly uneventful" refers to a small problem with the Flexner's car. Upon arriving at our first night's destination, Paul goes to open the trunk and the barrel of the lock comes out with the key! After comparing the inner workings of the lock on the only other MGB in our group, efforts are made to try to trip the latch with a wire coat hanger through the hole in the lock. It did not look good but just before drilling a small hole in the trunk lid, Reinout's persistence with the coat hanger paid off and the lid popped open! However, after repairing the lock (a screw and small piece had fallen out and was on the trunk floor), to make sure it was working properly when we shut it for the first time, we had a volunteer get in the boot with a flashlight and tools just in case! Thanks for volunteering, Oliver!



Continued on next page

The site of the event, the Mission Inn, is a very nice golf resort in the hill country of central Florida. This is a view of a fountain in the middle of a plaza at the Inn and a view of the golf course from our room, through the screened in porch.



Continued on next page

There were plenty of self-guided drives available, so we spent Friday and after the show on Saturday traversing all over Lake County. One stop was the historic, quaint, (and very crowded with tourists) town of Mt. Dora. Shops and restaurants line the several square blocks of downtown.



Continued on next page

Probably the most interesting thing we saw was on our trip to the top of Sugarloaf Mountain (OK, it's a hill) which, at 312 ft above sea level, is the highest point on the Florida peninsula. It is a favorite place for cyclists and runners to train. There is really no monument, marker or park indicating this, but just a road that curves around at the "summit". You just pull off onto the side of the road and look.



We missed the place to pull off so continued to the first driveway to turn around. As we came to the driveway, we noticed a sign that said, "Free Water". And, when we pulled into the driveway, there is a rolling stand with a large water cooler on it, paper cups and a trash can. Also, there was a sign that said, "if the cooler is empty, roll it around the back of the house and fill it with the white hose". Next to the cooler is a small, locked box with a slot in the top and a sign that read, "all donations will be forwarded to: Hope for the Warriors, current total sent, \$22,200. I enjoyed a cup of water, filled a bottle, and gladly left a donation. I had to look this up when I got home and found a wonderful and touching story about this 80+ year old Air Force veteran and his late wife. I hope you enjoy it also.



<https://www.fox35orlando.com/news/veteran-raises-50000-for-military-families-by-offering-water-to-cyclists>

So, the GOF was not just a car show but a fun filled weekend with some old friends and some new friends as well as some great drives around the hill country of Florida.

Get ready for the Valve Cover Races at Dillard, GA

Gathering of the Faithful South

(by Reinout Vogt)

"You drive," said Henneke on a Wednesday morning in late April. And boy, was I glad to do so as we were going to drive "Finale", her MGA, to the Gathering of the Faithful, a.k.a. GOF, in Howey in the Hills, FL. The reason for Henneke's request was that she was recovering from a minor complication from cataract surgery and 450 miles was too much for one-and-half eye. Also, it was mid-30s when we left home to meet up with Jack and Kathy Orkin in their Midget, Oliver Hoffmann in his MGA, and Nigel Hoffmann in his MGB. Aviva Hoffmann stayed home, recovering from a knee replacement surgery, and Paul and Barbara Flexner would meet us later, somewhere around lunchtime.



The plan was to take all back roads to Waycross, GA to spend the night and get to



Howey in the Hills, FL the next day. Jack and Kathy always find the nicest roads, avoiding Interstates and expressways and the best spots for lunch.

This trip was no exception and once the sun started to warm up, we cruised without a problem to Waycross, GA.



Unfortunately, Paul and Barbara's B had stopped running right before getting on 285 and had to be towed to Neil's Restoration in Decatur. Neil was able to get them back on the road rather quickly and they joined us at our overnight stop.

Unfortunately, yes again... their MGB's trunk lid didn't open anymore when they wanted to unpack. The entire lock cylinder, with the key still in it, came out of the handle assembly. We tried a few things and called some experts who all suggested to drill a small hole to allow access with a pin (coat hanger) to the internal lever to open the trunk. The front desk manager just came out with a battery-operated drill and a 1/8" drill bit and we were discussing where to drill the hole; through the lid or through the handle, when we were able to pop it open. Phew... time to count your blessings and time for a beer.

When traveling to the part of central Florida where Howey In The Hills is, you basically have only two options: I-75 or 301. I-75 is exactly what it says, Interstate, and 301 goes through Ocala and The Villages and, at times, looks more like Peachtree or Piedmont in Atlanta. But no problem at all for our MGs, no overheating, no brake fade, no vapor lock... reliable great cars and all they needed was gas.



We made it to the Mission Inn Resort the host venue of the GOF by mid-afternoon. And because registration wasn't beginning until Friday morning, we had plenty of time to settle in and relax. The resort had sold out, and instead, Oliver had rented a VRBO house, about 10 minutes up the road in Tavares. PMGR club members Phil and Patty Burke would also stay with us but they arrived a little bit late because Phil's Midget had a serious breakdown on the way up from Hobe Sound, FL, where they live. Just like Oliver and Henneke, they too did do some grocery shopping which meant that we had a lot of crackers, cheese, wine, and beer. A lot

The Peachtree MG Registry was further represented by Larry and Gail Norton, Mike and Sue Cook, Tom and Debby Nadelhoffer and Stan Cryz and Susan Schrader. We saw some of them later that evening in the resort. On Friday we started with the Mt. Dora Meander, one of several self gilded tours available throughout the event, and then washed our cars to get ready for the 1st Timers Show where the gorgeous Arnolt TD of Stan and Susan won Second place. We were so busy that we totally forgot to attend Larry Norton's seminar on the 60th anniversary of the MGB. Friday evening we all attended the Meet & Greet Reception in the resort. Dinner, drinks, good company and great



conversations made the time pass quickly and we, again, totally forgot the second seminar,

titled Zapped, on electrical repairs and upgrades.

The main car show was Saturday morning, on the lawn around the lake on the resort grounds. About 120 MGs attended in the various MG classes. The PMGR did very well with a First for Stan and Susan's Arnolt TD in the Sedan/

Variant class. 1st and Second for Oliver and



Henneke in the MGA class, and Third for Tom Nadelhoffer in the Rubber Bumper MGB class.



GOF shows usually put cars that won their class in previous years in the Premier Class. Although Jack Orkin's Midget and Larry Norton's

MGB GT belonged there, they were accidentally parked with the 'regular' Midget and MGB GTs on the show field. And, with all due respect for their immaculate cars, I don't know if it would have made a difference for them as there was some very serious competition in that class from



9



10

were Mike and Sue Cook's V8 modified MGB and Phil and Patty Burke, admiring MGs because theirs had not made it.

Speaking of Glenn, you may know that he had serious heart problems earlier this year, which required several surgeries. Look at him now, in Photo 10; he said that he was feeling very well, working full time, and



11



12

even more immaculate T-Series cars that swept up the top three places. Nigel's and Paul's MGBs were extensively visited by Glenn Lenhard's Walk Around Tech Session and both considered the show a success.

Other PMGR cars and members at the show

about to play the trombone in the Tampa Bay Symphony again.

In the afternoon we did the Rally de Montagne, which brought us to the highest point in Florida, 312 ft. above sea level (Jack writes more about it).

We had not signed up for the awards banquet and had dinner with Paul and Barbara in a Japanese/Thai restaurant in Tavares. And when we walked into the room back in the resort, they were just announcing the car show awards, see the result above.

My favorite car at the GOF was the blue J2 of Robert Carr. If the name or the car sounds familiar, that may be because you've seen or read about The Amelia 2022, where Robert and his beautiful J2 did very well.



13

We're traveling to the North American MMM Register National Meet in La Crosse, WI where the J-Types will be the featured models because they celebrate their 90th anniversary this year. The lineup consisted of a four-seater J1 (open tourer and Salonette), the epic J2 two-seater with cycle wings and later with swept wings, the supercharged J3, and a dedicated race car, the J4.

Sunday, we all went different ways. Phil and Patty went back South, Paul and Barbara tagged along with Jack and Kathy and stayed in Waycross for the night. Larry and Gail, Mike and Susan, and Tom and Debby left the resort very early and saw a private micro car collection (see the May issue of this newsletter) on the way home. We visited friends in Melbourne, FL and took I75 home on Monday; 500 miles at 3,500 RPM in fifth gear, all day long... except, when Henneke drove (her eye had improved a lot) at 3,800 RPM and up... are MGs great cars or what?

Guide to Photos in Reinout's Article

Photo1-QT

A cold morning means different things for different people. For Swiss Alper Oliver, a short-sleeve shirt is just fine while Jack and Kathy appear to be leaving for an Arctic expedition.

Photo2-Midget

Jack and Kathy leading the way to Howey In The Hills.

Photo3-MGA

Oliver having a good time at the (right sided) wheel of his MGA.

Photo4-MGB

Nigel, paying attention to the road while being in Walkie-Talkie communication with Oliver.

Photo5-GasStop

Day two, now complete with Paul and Barbara at a gas stop in North Florida.

Photo6-FirstTimers

Father and son at the First Timers Show.

Photo7-Arnolt

The gorgeous Arnolt TD of Stan Cryz and Susan Schrader won Second in the First Timers Show and First in the Sedan/Variant class.

Photo8-Tom & Larry

Larry and Tom chatting with MG friends by Tom's Third place winning MGB

Photo9-Glen1

Glenn Lenhard working on Nigels's Weber carburetor.

Photo10-Glen2

Glenn Lenhard and Paul, after doing some things to Paul's MGB, including the gasket and instructions to fix the trunk lock permanently.

Photo11-Cook

Mike and Susan Cook with Silver Lady, their V8 modified MGB.

Photo12-Burke

Phil and Patty Burke admiring Paul and Barbara's MGB.

Photo13-J2

Prewar class winner, Robert Carr's J2.



Photo14- MGA Winners!

Oliver and Henneke with their 1st & 2nd Place trophies!



Above is a photo from the GOF 2022, taken Sunday morning at the Yalaha Bakery. A group from the Jacksonville club and a group from Peachtree chose to have breakfast there Sunday morning. The cars were arranged for a photo.

There was also a bicycle riding group there. They were all taking photos of the cars.
Glen Moore

ORF May 18, 2022



Thanks to
Jim Doran
and
Tom George
for the photos



British Motor Car Day
May 22, 2022



More photos

<https://solar-os1.smugmug.com/Car-shows/British-Motorcar-Day/BMCD-2022/>



Thank you
Michael
Holmes for
the photos



Our Stories

My Five Speed Adventure

By Bob Guidice

My 1963 MGB non-OD roadster has been with me now 2 years. After the first year of little driving and lots of mechanical restoration, I decided to swap transmissions with a 5 Speed. Of course, in the intervening year, the price went up 25%. Anyway, the Vitesse kit with its new Mazda trans and custom bell housing arrived, and the engine prep process began. I had removed engines from a Midget and a few other cars but never an MGB. Using the checklist in the maintenance manual, it proved to be a fairly easy job, as most of you probably already know. So, with the engine prepped,



Don Funderburk came by with the hoist and we removed the engine, swapped the trans and put the assembly back in one day

Many thanks to Don, my son Paul, and fellow Lockheed friend Brent for their assistance. I can't say enough about how well engineered the kit is, as everything went exactly as described in the instructions and everything fit perfectly. The kits are specific to the engine type you have, in this case an 18G. Luckily, my



flywheel was in perfect condition so the Mazda friction disk and MGB pressure plate went together without issue. Part of the process meant removing the trans tunnel cover so out came the seats and carpet. Much to my surprise, there was rust on the floor under the rear of the seats. That was mechanically removed, the area repainted, and I decided to hushmat the whole floor.

I purchased the generic material on Amazon and for \$50 there is enough in the box to do an entire BGT top to bottom. Simultaneously, the generator was replaced with an alternator and the old starter replaced with a WOSP Hi-torque. The only issue encountered with these mods was on the Mark I cars you have to remove the



bracket holding the ignition coil and relocate the coil to accommodate the alternator.

I now have about 200 miles on the car since the swap and the result is dramatic.

The transmission is silent and smooth. Synchro in 1st is handy; the clutch has nice firm en-

gagement, and the gear spacing makes for better acceleration, not to mention the comfortable 70 mph cruising. I'm in the directory so feel free to contact me with any questions.

Ciao! Bob Guidice



Getting New Tires – What A Terrible Great Experience!

Jack Orkin

Are you dreading getting new tires? You make an appointment at your local tire emporium and arrive just before your appointed time. Then, maybe 15 minutes to an hour after you arrive, they get to you. In the meantime, you are sitting in the waiting room, with no coffee, water or snacks due to the pandemic, listening to someone on their cell phone sharing some personal crisis loud enough so that everyone in the room can hear, all while some unhappy customer is at the counter complaining. Maybe if you are lucky, no one will come in with their crying, mannerless kid.

Sigh. Wouldn't it be nice if you could just wait in the comfort of your own living room? Well, now you can! Tirerack.com, where many of us get our tires, including myself due to the difficulty in finding 13" tires, now offers not only ordering and delivery online, but also the option of having your tires installed at your home. The price is \$30/wheel, about the same as at the tire store, but without the tire store hassle. I thought I would give this a try.

I ordered my tires, opted for mobile installation, and set up an appointment online. The installer would bring my new tires and take away the old ones.

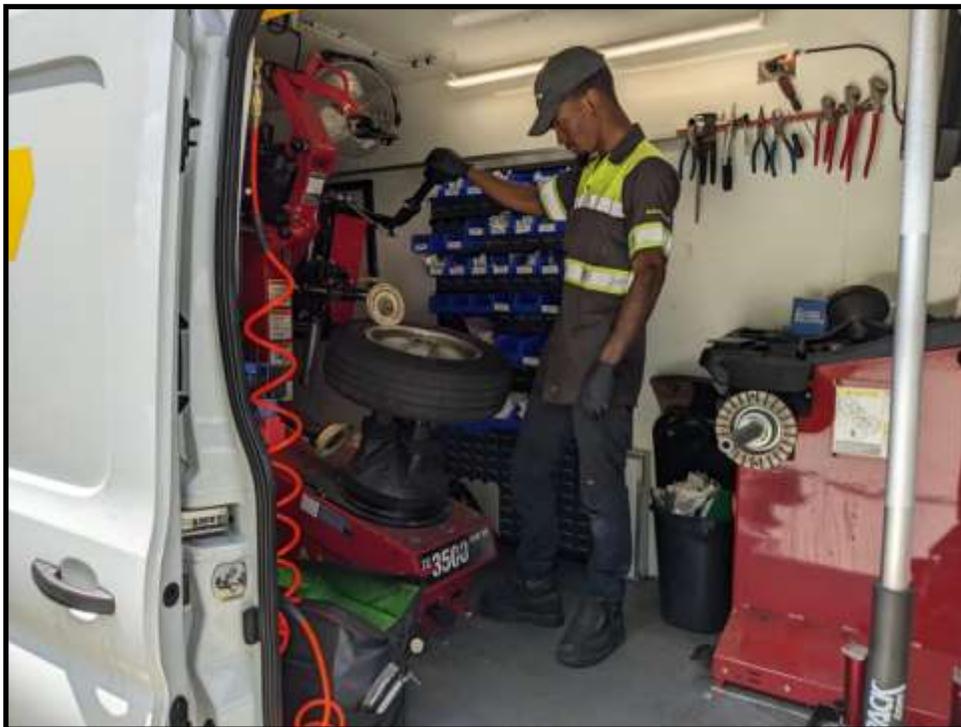
You are given a three-hour window, mine was between 12:00 and 3:00. There was a chance of rain, so rather than parking the MG outside, I left it in my garage so the installer wouldn't have to work in the rain. And, so the Midget wouldn't get wet and shrink any more. I put it up on my QuickJack and removed the lugnuts to save some time. Soon, Jarvis, the installer arrived in a large van with a fully functioning tire installation shop inside. The tire mounting and balancing equipment is custom made by Hunter for this application.





Jarvis was a personable, young man who seemed to love his job. He's been doing tire work for about 10 years and loves driving all over getting to see some really cool cars. He also enjoyed being on his own without a supervisor breathing down his neck!

We checked the new tires to make sure the size and date codes were correct and everything was good. I showed him where the car was, and when I told him all the wheels were off and ready, he said I was spoiling him! He carried the wheels to the truck and began the process of dismounting the old and mounting and balancing the new tires.



Continued on next page



I ended up not waiting in my “waiting room” but enjoyed watching him work and talking with him. One thing I was concerned about was the amount of weights that were used previously on one or two of my wheels. Rather than using an excessive amount of weight, I told him I would rather him try rotating the tire on the wheel to get a better balance. He said he always does that if it needs more than a certain amount (I think it was 2.5 oz.). If it needed more after rotating it, and I was not happy with the balance, they would order a new tire for me. He went about his job efficiently and no wheels were damaged in the process.

The tires balanced fine except the last one, which he rotated on the wheel a couple of times, and it ended up taking 2.0 oz. He put the wheels back on the car and we were done. All the paperwork is done online, so there was nothing else to do.

Jarvis was great to work with and he did a great job. He worked carefully with no indication he had to hurry to get to the next job. I would definitely do this again. I think mobile installation is mainly available in areas around Tire Rack warehouses, but you can check their website for more details. And, since Discount Tire recently purchased Tire Rack, this service may become more widespread in the future. This is a good option for classic car owners that may have concerns about driving their car to get tires or about potential incidents from the hustle and bustle at the local brick and mortar tire store.

Now, I have to go test drive my new “shoes”!!

P.S. The ride is great. What a difference new, properly balanced tires make!

Willard 2022 MG Rodeo and Arts Festival 5/15/22

By Dave Peck

StayMGcation

Series 1: Episode 12 Bounty Hunter

Recap: If you missed Episode 11 in the May newsletter, here's a quick summary. Three Club members (Harry Culpepper, Arthur Dankworth, and Oliver Wheelwright) and Oliver's 12-year-old granddaughter Priscilla "Pris" Wylde met at an Atlanta English pub to plan for the Willard 2022 car show. They decided to add a rodeo to this year's show. They received a message that someone purloined a bunch of very valuable pre-war MGs and may be planning to sell them. The Peachtree MG Team's mission was to find out who stole the cars and recover them. They flew to Monaco. They successfully recovered Old Number One and three old MGs. After returning home, Pris, aka the "Pink Princess," was elected as the new President of the Virtual Peachtree MG Club. Before the meeting adjourned, Pris announced that she expected "MG Purity" among the members. On the flickering Lucas Website, the Team found Pinch-A-Trailer, which stole rare classic cars and resold them to discriminating buyers. PAT has a showroom in Saudi Arabia. Harry commandeered a container ship to Riyadh, Saudi Arabia where they met Faudi, who would be their interpreter. Arthur and Oliver joined him while Pris stayed behind to monitor things from Georgia.

After arriving at the Hyatt Place Riyadh Al Sulaimunia, the Team checked in and everyone took a short nap before dinner.

"Hey Faudi, where can we chow down a steak and a cold one?" asked Arthur.

"Just follow me around the corner to Al Orjouan," replied Faudi.

The dinner conversation quickly turned to updating Pris that they had arrived safely and were enjoying the sights and cuisine. Oliver related that he had tried to send an email and a text message to Pris but hadn't gotten a response. He wasn't even sure the hotel had Wi-Fi. Harry suggested that Oliver write her a letter.

Arthur pointed out that they had no idea what happened to their MGs or if they would ever see them again. Faudi asked if they were in any particular container. Harry thought the containers with the MGs were headed to Pinch-A-Trailer. Faudi said he knew where the PAT warehouse was located, and he would take them there tomorrow.

The next morning Oliver insisted Faudi take him to a post office, so he could mail his letter to Pris. Faudi balked claiming the mail out of Saudi Arabia was very slow, expensive, and frequently never arrives at its destination. Oliver wouldn't change his mind and insisted that Arthur and Harry come along for the ride.

When they entered the post office, the line was long and everyone was speaking in Arabic. As they were waiting in line, Harry noticed something behind the counter that looked like a poster with his photo on it. As he got closer, he was sure that was his image on the poster. There were also posters with photos of Arthur, Oliver and Pris. Harry couldn't imagine why the posters were hanging in a post office thousands of miles from home and why anyone would be interested in the Team's photos. Harry asked Faudi if he could translate the words in the poster into English. Faudi noted the posters were thanking each member of the Team for their valor in liberating old MGs from the auctioneers in Monaco.

Continued on next page

Harry didn't believe a word Faudi said, so he sent him back to the hotel to retrieve his passport, which Harry thought the clerk would want to examine before sending his letter to Pris. As soon as Faudi left, Harry turned to the man behind him and asked if he spoke English—no response. Harry then shouted out, "Does anyone speak English?" A young man approached Harry and said he learned English at the university. Harry pointed to the posters behind the counter and asked if he could translate them into English. The young Saudi tried as best he could:

WANTED DEAD OR ALIVE

ARTHUR DANKWORTH is wanted in connection with the theft of old British cars from an reputable auction house in Monaco, France. The thief is believed to be part of an international crime syndicate based in the United Kingdom. If you see the person whose photograph is shown, do not attempt to apprehend him, but contact Interpol immediately (phone number listed for Interpol). The subject is unarmed and considered to be harmless.

Reward for information leading to the arrest and conviction of the subject: €1,000

Harry asked the young Saudi if he wouldn't mind translating the other three posters. The young man pretended to ignore Harry's request, so Harry reached inside his pocket and pulled out a handful of riyals which he handed to the translator. The posters were essentially the same for Harry and Oliver, except the reward for Oliver's capture was €10,000.

"What about the girl?" asked Harry. The translator remained silent until Harry handed him more riyals. The translator said the girl's real name wasn't known, but she uses the alias "The Pink Princess" leaving her trademark pink gloves at the crime scene. She is a master of disguises, and the suspected boss of the crime syndicate. She threatened a Saudi Prince who was trying to place a bid on one of the old cars and almost killed the auctioneer with a tire iron. She drove the old car recklessly through the auction auditorium fleeing bidders to the exits and endangered many peaceful citizens as she weaved back and forth through the narrow street of Monaco. Her age, nationality and native language are unknown, but she is believed to be in early 20's and possibly a British or American citizen. She is believed to be stealing the old cars to fund her criminal empire and possibly acquire a tactical nuclear weapon. She should be considered armed and extremely dangerous. The reward for her capture or death is €100,000.

Dankworth overheard the young man's translations. He was infuriated that Pris's bounty was much higher than his. He picked up a pen and calmly walked behind the counter. "I'm worth a lot more than €1,000." He added three zeros to the end of his bounty, so the poster now read €1,000,000.

Faudi walked back inside and handed Harry's passport to him.

"We need to leave now!" shouted Harry. The Team walked briskly back to the hotel before the postal clerk realized that the persons described on the wanted posters were all inside his postal station.

When Oliver and Dankworth were alone, Dankworth asked Oliver when he first knew Faudi was a bounty hunter. Oliver was speechless; it never occurred to him that Faudi was assisting them for the reward money. "I knew it when Faudi said he loved American cars," replied Dankworth.

To be continued next month

Looks Interesting

64th ANNUAL PETIT JEAN SHOW 2022

CO-HOSTED BY: THE MID-AMERICA OLD TIME AUTO ASSOCIATION & THE MUSEUM OF AUTOMOBILES

LOCATION: ON THE TREE SHADED GROUNDS OF THE MUSEUM OF AUTOMOBILES ATOP PETIT JEAN MTN.

DATES: JUNE 15, 16, 17, 18, 2022

*SWAP MEET CHAIRMAN: TOMMY HOELZEMAN
PETIT JEAN MOUNTAIN, 8 JONES LANE MORRILTON, AR 72110
TELE 501-727-5427*

email: info@motaa.com ~ www.motaa.com

www.museumofautos.com

Forms Available Online

SWAP MEET - CAR CORRAL - ARTS & CRAFTS

*900 ANTIQUE AUTO RELATED SWAP MEET SPACES
60 ARTS & CRAFTS / FLEA MARKET SPACES
275 COLLECTABLE CAR CORRAL SPACES
80 RV PARKING SPACES (NO HOOKUPS)*

OPEN DAILY 8 A.M. - 7 P. M. WED. JUNE 15TH THRU SAT. JUNE 18TH

*ANTIQUÉ CAR SHOW: SATURDAY JUNE 18TH, 11:00 A.M. TO APPROXIMATELY 3:00 P.M.
OVER 100 ORIGINAL CARS FROM TURN OF CENTURY MODELS TO 25 YEAR OLD MODELS,
WILL COMPETE FOR FIRST, SECOND, THIRD PLACE, AWARDS IN FORTY-SIX (46)
CLASSIFICATIONS*

*OPEN CAR SHOW: SATURDAY JUNE 18TH, REGISTRATION 8 AM - 12 NOON, JUDGING AT
12 NOON, AWARDS PRESENTED AT 3:00 PM, OPEN TO ALL VEHICLES, TWO AWARDS IN
EACH OF FORTY-TWO (42) CLASSIFICATIONS*



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LET'S GET A MOVE ON!

- LISTEN TO A COWBOY BAND AT A REAL CHUCKWAGON COOKOUT
- ENJOY HIGH TEA AT A HIGHFALUTIN' MANSION
- CONQUER PIKES PEAK
- TAKE ADVANTAGE OF NUMEROUS TOURS AND SIDE TRIPS TO JAW DROPPING, INSPIRING LOCATIONS
- SAMPLE LOCAL CRAFT BEER AND DISTILLED SPIRITS. REPEAT
- VISIT COOL MUSEUMS, THE AIR FORCE ACADEMY AND THE U.S. OLYMPIC TRAINING CENTER
- BASK IN THE GLOW OF COLORADO SPRINGS, THE "LONDON OF THE WEST"

The Flying W Wrangler Ranch



June 6-10, 2022



Colorado Springs, Colorado

*FAMOUS FOR ITS SOPHISTICATION AND GENTEEL VIBE, COLORADO SPRINGS EARNED THE NICKNAME THE "LONDON OF THE WEST" IN THE 1800S. AND IT STILL MEASURES UP. TRIPADVISOR JUST RANKED COLORADO SPRINGS 7TH AMONG THE "TOP 25 EMERGING DESTINATIONS" IN THE WORLD. BEST GET HERE BEFORE THE STAMPEDE.

REGISTRATION IS NOW OPEN!

Goodwood Revival Tour 2022 August 20-September 13, 2022

hotel situated just 6 miles from Goodwood

A luxury 14 day classic car experience

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

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



Crown Center 2405 Grand Blvd. Kansas City, MO 64108



CAR SHOW

TECH SESSIONS

FUNKHANA

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MODEL COMPETITION

PHOTO CONTEST



THE NEXT GENERATION

www.mg2022.org

LIFT LOCK TOURS

LOCAL RALLY

SELF-DIRECTED DRIVES

PARKING LOT PARTY

SPECIAL GUEST SPEAKER

During the summer of 1992, hundreds of MGs converged on scenic Peterborough, in the Kawartha Lakes region of Ontario, for the inaugural convention of the North American MGB Register. Thirty years later, we are going back to where it all began. Come join us June 19th to 23rd to honour our history and celebrate the future. We will have a slew of activities for enthusiasts of all ages including a car show, tech sessions, lift lock tours, funkhana, local rally, self-directed drives, a parking lot party and an awards banquet with a very special guest speaker. We look forward to seeing you in Peterborough at THE MG event of 2022!

JUNE 19 - 23, 2022



Shoals British Car Club

Serving the Shoals Area British Car Enthusiast

24th ANNUAL BRITISH CAR SHOW

September 9 & 10, 2022

Joe Wheeler State Park
Rogersville, AL

Free to the Public

British Car Owners/Participants visit:
shoalsbritishcars.org

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

Friday Night Events for Participants

Dutch Treat In Lodge
5:00 PM - until?

Saturday Events for Participants

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

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

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

WEBSITE: shoalsbritishcars.org EMAIL ADDRESS: patrick657@comcast.net



Dillard, Georgia

Registration Is Open!

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

The Southeast British Car Festival

Dillard, Georgia

September 15-18, 2022

The Peachtree MG Registry presents:

A Southern British Car Weekend in the North Georgia mountains

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

Self-driving tours guided tours, wine tours, local arts and crafts, silent auction, great food and fellowship.

Hosted by The Peachtree MG Registry at

The Dillard House Inn, Dillard, GA.

Peachtree MG Registry, Inc. is affiliated with





FUN! FUN! FUN!

Formula One and Formula Fun!

Valve Cover Racing Rules – Formula One

(For the competitive)

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

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

Valve Cover Racing Rules – Formula Fun

(For the whimsical, creative and fun-loving)

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

Decisions of the race officials are final!



The Fall Mountain Tour XXX

Hosted by Rick Hartlein

Co-hosted by Tom George

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

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

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

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

Click "**BOOK NOW**"

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

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

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

Enter payment information and book your stay

You must make your reservation by September 15, 2022.

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

Their room rates are \$135 plus tax.

- We also have a room reserved where we can gather for afternoon drinks, joke telling, etc.
- We will reserve a restaurant for each night so we can dine together as a group.
- If you would like to join us, please make reservations now and let me know if you plan to participate.

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

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

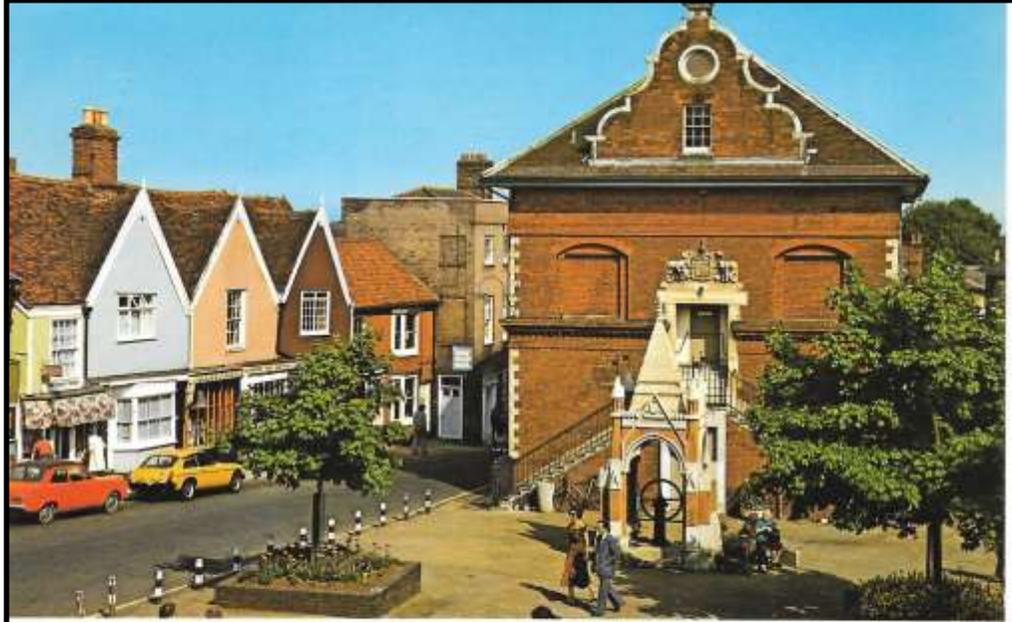
See you in the Fall!

Safety Fast!

Rick Hartlein

Postcards from Karel

A rubber bumper MGBGT in Woodbridge, Sussex, about 90 miles Northeast of London just inwards from the Northsea coast. The car behind the MG looks like a first generation Ford Escort. No more MGBGTs were brought to the US after 1974, but the model continued in the factory line up until the factory closure in 1980.



The Shire Hall, Market Hill, Woodbridge, Suffolk

Photo: D. Noble, John Wade Studios

Greeting Card from Reinout

The North American MMM Register is celebrating the 90th anniversary of the J-Types, which came out in 1932. There was a four seater J1 (open tourer and Salonette), the epic J2 two seater with cycle wings and later with swept wings, the supercharged J3 and a dedicated race car, the J4. This illustration by artist Colin Ashford beautifully depicts the J2's spirited driving capability for the driver while the passenger enjoys the scenery pass by at high speed. The card was published by Santoro Graphics Ltd. in England.





Tech

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



Tech Article: June; 2022' (Part one)

I left something out from last month's article. I demonstrated it at the tech session but it should have been included. Sorry; here it is. Last month I wrote about repairing your distributor and promised to tell you how to set the timing so you could crank you engine. Well, there is a little trick I use every time I pull a distributor whether for a tune up or a full engine overhaul.

Before I remove the distributor; I take long thin bladed screwdriver and mark the distributor housing with two small nicks between the ends of the hold down clamp. It just takes a small tap on the screw driver handle to make these marks. Now, since the distributor can't go in 180 degrees out, you can put the timing where it was before pulling the distributor out.

And while talking about the clamp; look closely at it and you will see the two mounting flanges are slightly offset from the big hole. Install the clamp with the mounting flanges down, in contact with the engine and the center hole upwards. This allows the clamp to grasp the base of the distributor in a more solidly position.

And while talking about this, when you pull your distributor out, look at the boss the clamp grabs and see if it is "hollow". If so, sometimes during your rebuild, fill this void with JB Weld and smooth off. JB Weld is easy to file flat when cured. This is one area that can ruin a distributor when the hollow boss cracks as you over tighten the clamp screw and the distributor will not be help tightly in position.

So, now that you hopefully have marked your distributor before removing it, you can put it back in the engine and set the timing very close to where it was before screwing with it. The engine should start once you connect all your wires and turn the key. A huge word of warning: DO NOT CONNECT YOUR PETRONIX BACKWARDS! They have zero, absolutely no tolerance for being connected backwards. Maybe I should have mentioned to mark the wires before pulling them off the coil but you know I do not like Petronix.

Not that I want you to hook the wires backwards but if you just do the tiniest flick of the wire to the wrong terminal, you get to buy another Petronix. So be extremely careful.

So, let's assume that you are installing a Petronix instead of points in your rebuild. You can still use my marking method and it should be close enough for the engine to fire. If you want to get your timing closer before replacing the cap and rotor try this; use a thin needle and stick it next to the magnetic black round part, ring or reluctor, that fit over your dist. cam. It will stand straight up in one of 4, 6 or 8 locations around the ring.

Continued on next page

With your rotor temporarily and loosely installed, rotate the dist. until the rotor points I at the number one location on the cap. Remove the rotor and turn the dist a little bit until the needle is lined up with the pickup center. It would be nice if Petronix would mark the location of the tiny magnets in the ring. Remove the needle without sticking yourself and finish installing you wires and gently snug the clamp screw.

Leave it just loose enough to still be able to turn the dist and we are ready to crank the engine and set the timing. Hopefully you have installed new spark plugs and put a dab of anti-seize on the threads and snugged them. If your carbs were set well enough for the engine to run before playing with your dist, the engine should crank now. So try it.

If it spins but does not seem to fire, first thing to check in a point dist is to make sure you put both wires in the dist under the little plastic insulator on the points and nothing is shorting to ground. One of those super fine wires in the low tension lead could easily cause a ground. The next easiest way to check is to take one of the old spark plugs, pull off your longest plug wire and install the loose plug.

I use a jumper wire to ground the metal housing of the plug to the engine, anywhere. Have someone turn the key to spin the engine and you watch for the plug to spark. It should. When it does, you know your ignition system is working.

What happens if it doesn't spark? Call AAA and have it towed. No; let's look into what went wrong. We know the dist and all it's parts are good. Check to make sure you connected the Petronix correctly and if you find you didn't; buy another, there is no fixing it now. If it is correct, disconnect the red wire from the positive side of the coil and connect it with another jumper wire directly to a positive point such as the brown wire on the fuse box.

Try again to see if you have a spark at the temporary plug. If not read the Petronix web site for other tests. No need for me to type it all here.

Now if you have points and you have no spark using the same test plug as above, take your simple 12 volt test light and test it first against any hot wire and a ground to be sure the light works. Many times I have traced electrical problems only to find it was my test light not working.

Disconnect the ignition wire from the coil, the one to the hot side, and check for power on it. Your light should glow. Reconnect the wire and disconnect the wire going to the coil and see if you have current at that coil terminal. With the key on, you should. Then reconnect to wire and spin the engine over with the key and touch the terminal again and see if the light flickers off and on. It should. Again, it is extremely rare that a coil fails.

Well, I could just show all this to y'all in way less time than it takes me to type it. If there is any interest, maybe after my eyes get fixed (something I cannot do myself) we can have a short version of tuning your car at the shop. I am not adverse to going to someones home shop or garage to do a mini tech session if it fits with my schedule.

So, I have finished with the ignition side so next month, I will look at the fuel side. That should only take two articles if I abbreviate my thinking. So, it till we meet again, see y'all somewhere soon.

Barry Rosenberg
British Car Service

Continued on next page

Tech Article: June; 2022 (Part Two)

Last article concluded the ignition side of tuning. Now I will start with the fuel side. But first, have any of you had cataract surgery? If so, did you lose peripheral vision? And did the drops you had to use after surgery feel like they have tiny grains of sand in them? I have done one eye and am supposed to do the other eye next week. Right now, I can barely see thru my glasses unless I close the completed eye and just use the other. So, you may see some misspelled words in this article.

Have any of you that has had the surgery been disappointed with it? Right now, I am. It makes driving a little harder as I can't see as well to my right due to the loss of peripheral vision. And if you remember, I did not see a horse that crossed into our lane recently and hit him. I am not sure I can afford to lose any more of my sight.

OK, let's look at fuel. First a few fuel facts. You do not need high test gas in the vast majority of our LBCs. Regular is fine. To test; let your car get low and add only 1/2 tank of regular. Drive awhile and see how it performs. If there is no pinging or loss of power, you are good to use regular. If you notice a little pinging under heavy load, top up the tank with mid-range and you should be fine.

Next; add nothing to your gas tank other than BG44K cleaner and some Sta-Bil fuel stabilizer (use this only if your car sits for months at a time). Do not waste your money of any other additive, they do not work. Most aftermarket additives are made using up to 95% kerosene and a tiny amount of other stuff. You do not need it and it does nothing for your engine.

It is best if you can use only non-ethanol gas. If you drive your car a lot, ethanol can be used without any real damage. Ethanol absorbs moisture from the air, and it can separate in the tank if the car sits for long periods of time. Continually using your gas is better if you must use ethanol, so don't let your car sit too long.

Most old British car owners always accuse the SU or Stromberg carbs for any and every little running problem they have; not true. These carbs are great if you know how to set them and then leave them the hell alone. They do not require constant fiddling. As I do not like the Webers, I will not go into them much.

Regardless of which carbs you have, and this does include the Weber downdrafts, you need between 2 and 4 pounds of fuel pressure. Any pump over that can, not will, cause problems. The standard mechanical pump or the standard SU pump is fine. The best aftermarket electric pump is the Facet. Check with a company called Aircraft Spruce located in Atlanta for the best price.

They have a long list of Facet pumps based on pressure. If they are good enough for home-built aircraft, they are good enough for our LBCs. The one fault they have is they constantly tick, loudly. This is an easy fix. Mount the Facet to a rear transmission mount from an MGB. The bolt spacing is the same. Then use an existing hole or drill one hole to mount the trans mount to the car. The mount had a 5/16 fine thread stud attached. This makes the pump quiet.

Always mount your electric pump as close to the tank as possible and as low as possible (don't let it be the lowest part of your car). You can use the factory wire on most MGs, and you will need to run a wire from the ignition side of the green fuse. Use the ignition side as you do not want to run the pump thru the fuse.

Electric pumps are better pushers than pullers of fuel. A great item to add to your emergency kit is a Facet pump with some hose attached and a wire with an alligator clip on it. You can zip tie the pump under the hood, clip the wire onto a fuse and run a ground wire, also with an alligator clip, and drive your car home should your original pump fail.

Continued on next page

So, we have a good fuel supply to the carbs, now what? As long as there are no leaks you are about ready to do some tuning. What tools do you need? Some small sockets to release the linkage between dual carbs; a couple of flat and Posi-drive screwdrivers, if you have HS type carbs (side float bowls) an old 7/16" or small crescent wrench, a can of Gum Out carb cleaner, a little ATF (automatic trans fluid), a short piece of 1/4" fuel line and some patience.

Before you start any work on the carbs, take the Gum Out and while the car is running spray around the carb mounting base, the intake to the head area, where the throttle shafts pass thru the carbs and around any vacuum fittings. On MGBs spray some on each end of the intake manifold with SUs. There is a core plug on each end and I have seen these leak and fall out.

If you get any decrease in idle when spraying, that is a vacuum leak. The Gum Out makes the engine run rich momentarily and that lowers the idle. Fix the vacuum leak before proceeding except for the throttle shafts. Most will have a slight leak even if you have just had them replaced with new bushings.

You cannot seal the shafts so tight they won't rotate freely. If you want to pull your carbs and fix the shafts, then you need another few tech articles. I adjust the car to run fine with a minor leak. It can be compensated for with a minor mixture adjustment. Once you have the car running at its best, richen the mixture two flats with HS carbs or about 1/4 turn on HIFs. This will compensate for the minor leak at the throttle shaft easier than a full rebuild.

Assuming you have either found no leaks or you have them repaired, we can begin making adjustments; next article.

So, I hope to see y'all somewhere soon. Maybe at the Dillard Show or British Car Day in Suwanee, if I make it to that show. As always, ask any questions and I will try to answer.

Barry Rosenberg

British Car Service

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Gas Prices in 1939



Continued on next page

Peachtree Registry 2022

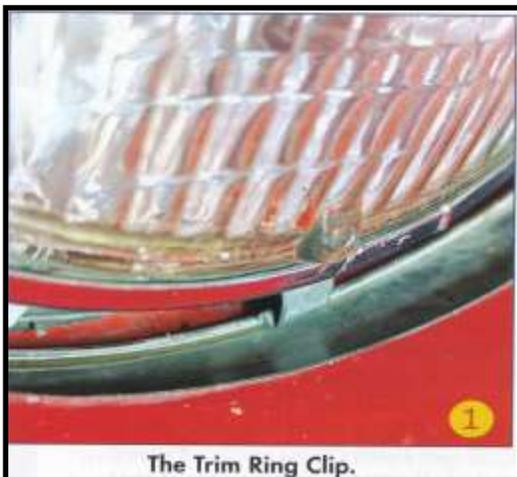
Headlight Tricks

(by Reinout Vogt)

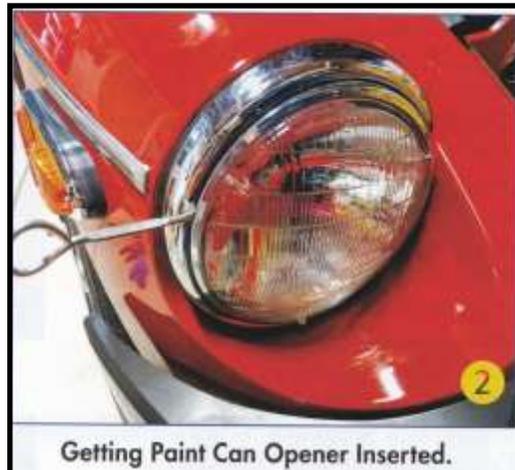
Many articles have been written about changing headlights on our MGs. From replacing bulbs or repairing bad connections to upgrading to sealed beams, Halogen, and lately LEDs. However, what often is missing from those articles are two things: how to remove the chrome trim ring from the headlight unit and how to adjust the headlights.

The latest issue of The MG Driver, the Journal of the North American MGB Register, Volume 32, Number 2, March/April 2022, has an article by Simon Dix from the MG Club of St Louis. It is titled Basic MG - Changing the MGB or MGC Headlamp. And because the headlights of MGA and Midgets are the same or very similar most of it applies to them too. Most importantly however, the article describes a way to get the chrome trim rings off and below you'll find that section of the article.

"The trim ring is held in place by a tension clip on the lower edge. A useful tool to remove this is actually a paint can opener. Yes really. You press downwards on the top of the trim ring and get the paint can opener inserted behind the trim ring and in front of the glass. Move this around carefully making your way to the bottom edge. Once you get the paint can opener as close to the bottom (6 o'clock position) as possible. Pull firmly towards you and continue to press down on top and the trim ring should come free. Now, it may just come flying off towards you, or it may come off a quarter inch and then you can work the ring off carefully by pulling and prying around the ring."



The Trim Ring Clip.



Getting Paint Can Opener Inserted.

I have used this method myself a few times and I can attest that it works well. There may be other methods that also work, but the one method to avoid is using a screwdriver, or even a softer material lever, to pry the ring off, because it is almost certain to chip the paint on the top-edge of the headlight bowl.

To make future removal easier I have ground away a small section of the 'lower edge' of the ring on my MGC project. The idea being that you can then push the ring in place with that section over the clip, and then rotate it until the clip is over the original unmodified edge. When it becomes time to remove trim ring again, all you have to do is rotate the ring back, so that the clip can easily slide over the section where the edge is removed.



Headlight Tricks by Reinout Vogt (Continued)

While recently organizing some back issues of my MG and car magazine collections, I noticed a sticky note with "headlight alignment" on the Nov./Dec. 2014 issue of MGA!, The Official Magazine of the North American MGA Register. Volume 40, Number 2. Tech Editor Mike Ash describes a simple method that you can do inside a garage.

"I align the headlights on the garage door, with the car about one car length away from the door, so that each high beam is pointing straight ahead. Before I had a garage that was two MG lengths deep, I used to do the job outside at dusk.



(Photo Above) The first step is to place a mark on the door in line with the center of each headlight. I do this by placing the car as close as possible to the door, eyeballing the center of each headlight, and placing a piece of tape on the door.

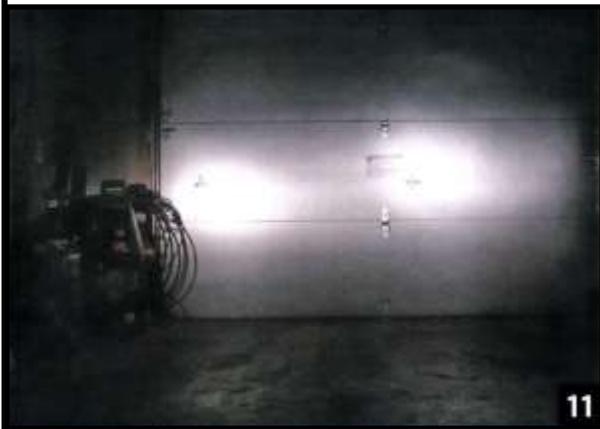


Figure 11 shows the high beam pattern on the garage door with the car backed away about a length. (I probably should have removed my pressure washer and other junk from the corner before taking the picture!) The pattern shows that the left beam is too low, and slightly too far to the right. The right beam is too high, and also slightly too far to the right.

too far to the right. The right beam is too high, and also slightly too far to the right.

The adjustment screws on each headlight are adjusted until each beam is centered on the marks as shown in Figure 12.

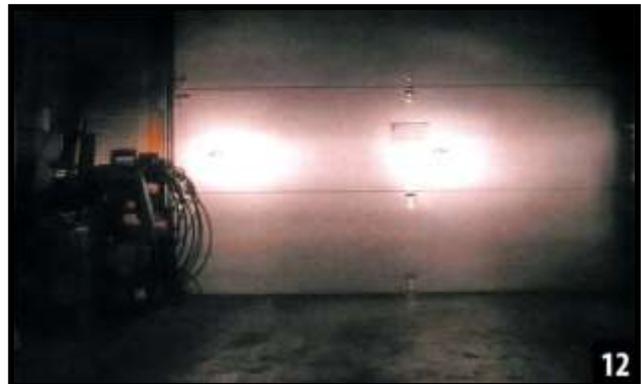
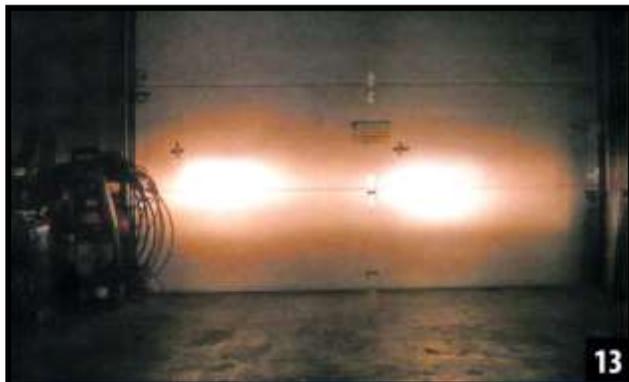


Figure 13 shows the resulting low beam pattern - down and to the right."



I have tried similar ways before and, although I think that optimal alignment is very tricky, this method will get you well within range. We may make this a Tech Session later this year.

For Sale

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

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Thanks to Bill and Mary Ann Fortenberry for this article.