



The Registry

Peachtree MG Registry

The official monthly publication of the Peachtree MG Registry,



Dues are due by March 31st.

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Welcome New Members

Robert and Robert Williams
Dr David and Valerie Adams
Kenneth Thompson
Tyler Webb and Jioa Zen
Jim Webb and Katie Tsai





President's Message



Hello Peachtree MG members!

Spring seems to be here at least a few days every week now, and more wonderful reasons to enjoy life in your little British car are coming, including our own PMGR Spring Tune-Up Tech Session April 2nd, and our Cecil Kimber Birthday Rally on May 1st.

Other major events include Amelia Island, March 3-6, the BCCMC car show in Columbia, SC., on April 2nd, and no less than three events to pull at your British Car and travel cravings the weekend of April 22nd through the 24th!

- * The GOF South April 22nd through the 24th,
- * Brits on the Bay, Pensacola,
- * April 22nd through 24th,
- * And the South Central British Car Gathering, Dobson, NC, April 22nd through 24th.

This year's Atlanta British Motorcar Day is on for May 22nd, at the Suwanee Town Center in Suwanee, GA. I was able to visit the site with the planning committee, and it looks like it's going to be a wonderful new location.

Be sure to plan for MG2022 - Peterborough, Ontario, June 19th through 23rd.

The biggest event for our club however, is now only seven months away. The Southeast British Car Festival at Dillard, Georgia, is on and approaching fast! (Safely) Be sure to reserve your room soon, as twenty-seven of the rooms are already taken! Our Vice President, and Events Coordinator, Erich Starzinger is bringing the show together. Remember that this year's show will be a landmark for two striking reasons:

The first is that this year will be the 60th anniversary for the Superlative MGB. The second reason is that that show, will be the 30th year mark since the very first Southeast British Car Festival at Dillard. Remember we will need many volunteers to help ensure the Dillard show this year is a resounding success. Come forth please, with brains, braun or both, to Erich Starzinger or me! We need you!

P.S. Our general membership meeting is again to be at the Vintage Pizzeria, March 13th; socializing 17:00, and official business at 18:00.

The choice of our charity is down to two contestants; Paws Atlanta, and the Atlanta Food Bank. We will decide during our March Membership Meeting. Please come, share the event, and raise your hand for your contestant!

Vintage Pizzeria

[5510 Chamblee Dunwoody Rd](#)
[Dunwoody, GA 30338](#)
[\(470\) 359-5982](#)

March 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 Mardi Gras	2	3 Amelia Island	4	5
6	7	8	9	10	11	12 Drive to Smith- Gilbert Gardens
13 PMGR meet- ing (5-7pm) (Business starts at 6:00)	14	15 Ides of March	16 ORF	17 St. Patrick's Day Purim	18	19
20	21	22	23	24	25	26 SVRA car show
27	28	29	30	31 PMGR dues due		

Celebrate

March

Atkinson	Susan	3/18
Cheshire	James	3/18
Clark	Phillip	3/21
Cohen	Stephen	3/16
Dafrico	Arlene	3/24
Estes	Robert	3/14
Hartlein	Rick	3/20
Hartlein	Marjorie	3/29
Hutchinson	Hayden	3/2
Johnson	Duane	3/9
Johnson	Deirdre	3/31
Krueger	Bud	3/25
Lawson	Sean	3/3
Levy	Debbie	3/28
Macolino	John	3/22
Norton	Larry	3/23
Reis	Thomas	3/28
Schloemer	Richard	3/19
Somerville	Dennis	3/9
Stephens	Nancy	3/11
Stewart	Ted	3/30
Stovall	Moose	3/12
Walton	Anne	3/19
Zavorski	James	3/21

April

Beeson	Danny	4/29
Beeson	Sandy	4/29
Carter	Nancy	4/16
Graves	Jim	4/8
Hussey	George	4/25
Laughran	Donald	4/1
Levy	Jay	4/26
McCluer	Warren	4/5
Swift	Bruce	4/?

Reach us by phone:

(866) 279-9728

Check out our YouTube
and Subscribe

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

Upcoming

This Month

March 3-6, 2022, Amelia Island Concours d' Elegance, www.AmeliaConcours.org

⇒ **March 12, 2022 (Saturday) Drive to Smith-Gilbert Gardens**

⇒ **March 13, 2022 General Meeting, Vintage Pizzeria**

5510 Chamblee Dunwoody Rd, Dunwoody, GA 30338

⇒ **March 16, 2022 ORF**

March 26, 2022 Cars and Caffeine, SVRA car show

⇒ **April 2, 2022 Spring Tune Up at Barry Rosenberg's (see information page)**

April 2, 2022 BCCMC car show , Columbia, SC., <http://www.bccmc.com/> (see information page)

April 2, 2022, British Car Fools Bash, Cumberland Mountain State Park, Crossville, TN

April 22-24, 2022 - Gathering of the Faithful South, <https://www.gofsouth.org/>

April 22-24, 2022, TCOC, The Gathering, Dobson, NC, <https://triumphclub.org/wordpress/the-gathering/>

April 22-23, 2022. Natchez, MS, Euro Fest www.euro-fest.net,

April 22-23, 2022. Brits on the Bay, Pensacola, FL <http://pbca1.com/>

April 22-24, 2022 South Central British Car Gathering, Dobson, NC, www.TriumphClub.org

⇒ **May 1, 2020 Cecil Kimber Rally (PMGR event)**

May 14, 2022, Springtime in the Smokies, Townsend, TN

May 22 BMCD in Suwanee town center

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

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

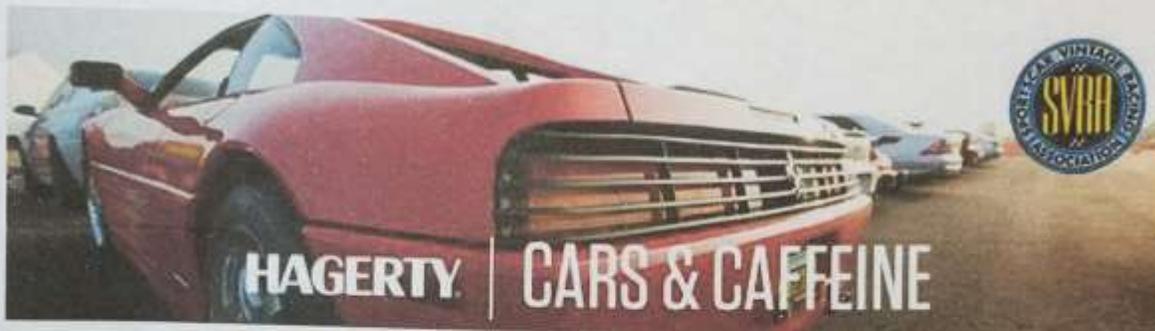
Dillard House, Dillard, Ga.

Registration will be open after April 1st.

August 20-September 13, 2022 Goodwood Revival Tour 2022

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

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



Saturday, March 26, 2022 The SVRA car show at Michelin Road Atlanta is open to all classic, vintage, exotic, vintage motorcycles, and collectible cars of interest. Each \$45.00 car show registration includes: - 2 Weekend passes (2 people Sat & Sun) to the Vintage and Trans Am Races - Touring on the Road Atlanta race track - VIP Parking - Full access to the race car paddock

Road Atlanta is a multi-purpose motor sports facility is situated on 750 acres in the rolling hills of Northeast GA, and offers a world-class 2.54- mile, 12-turn road course. A full slate of vintage races and the Mazda Miata Heritage Cup will compliment the Trans Am Series. Register here:

<https://speedtour.net/st/?lib=product&pid=632&cat=11>

Questions? Contact Toni Stollo at 863-698- 8620 or emailtc@svra.com



Spring Tune-Up Tech Session:

Date; **April 2nd**

Start Time; 9:30am

Location; British Car Service
568 Bent Tree Drive, Jasper, Ga.
30143

Contact Info; Barry Rosenberg
britcars@bellsouth.net
770-689-7573

You Must RSVP if you want to attend and eat.

Subject; Tuning your car for the driving season
General questions and answers

We have had this tech session for many years and we are going back to our old plans. We will start about 9:30 with a light breakfast of coffee, juice and donuts (maybe a few sausage biscuits). Then we will go over tuning your car that will include work on your distributor, valve adjusting, setting timing, carb adjusting, etc. After we are done playing, about 12:00, we will have burgers, dogs and the fixings. Then you go home.

What to bring;

- Tools: such as torque wrench, various open and box end wrenches, screw drivers, timing light if you have one and anything you think you may need. If in doubt, contact me ahead

of the tech session and I will recommend what you need.

- Parts: Valve cover gasket (no Lotus 907 or Stag engines), points, plugs, wires, cap, rotor, etc. If you do not have the parts, I will place one order from Moss and order what you need and let you have it at my cost. Contact me at least three or four weeks before the session to discuss what you may need.

Directions if you do not have GPS; thru town, Take 515 north to Jasper. Turn right on Highway 53 (Church Street). There is an Ingles on your right at the intersection. Follow 53 until you cross Main Street and go thru that light to the next light where there is a Walgreens. Get into the left turn lane and turn left off of 53 at the Walgreens. This is Burnt Mountain. Cross the tracks and turn right at the 3 way stop by the Shell station. This is Cove Road. Follow Cove about 6 miles to Bent Tree Drive on your left. Just before Bent Tree Dr. Is a fire station on the right. There is a sign on the left at Bent Tree. Go down Bent Tree until you see a white church on your right. The brown shop and house past the church is me. If you pass the lake, you went too far.

There is a more scenic route if you do not mind twisty roads, use GPS for that route.

One request: The Peachtree MG club would appreciate it if you would bring a \$5 or \$10 donation to our charity. It is not required for your attendance but would be nice.

Any questions, please do not hesitate in contacting me. I look forward to seeing yall.

Remember to RSVP



**BRITISH CAR CLUB MIDLANDS CENTRE
PRESENTS
CAROLINA BRITISH CLASSICS XIV
COLLECTOR AND VINTAGE
BRITISH CAR SHOW**



Registration Includes Admission To



Tartan Day South

Historic Columbia Speedway
2001 Charleston Highway
Cayce, SC 29033



Saturday, April 2, 2022

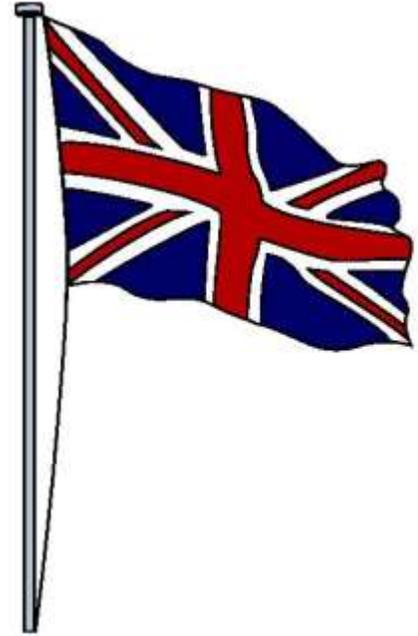
Day of Event Registration & Parking 9 AM

BCCMC.com

Host Hotel

WINGATE BY WYNDHAM/LEXINGTON
108 Saluda Pointe Court
Lexington, SC 29072
1-803-999-5176

MARK YOUR CALENDARS
BRITISH CAR FOOLS BASH
MULTIPLE CLUB REUNION
AND JUST A GENERAL GOOD TIME



HOST CLUB THIS YEAR:
 PLATEAU BRITISH CAR CLUB
 CROSSVILLE, TENNESSEE 38555

(AND ANYONE ELSE THAT WANTS TO HELP)

WHEN: SATURDAY, APRIL 2, 2022
WHERE: CUMBERLAND MOUNTAIN STATE PARK
 24 OFFICE PARK DRIVE – PAVILION #2
 CROSSVILLE, TENNESSEE 38555
https://reserve.tnstateparks.com/gallery/tsp_middle_v4a/18/454/items/93/BC18AE-7308-4C7D-91B80D168534FD6B.jpg

TIME: 10:30 AM – 4:00 PM
 I AM SURE THERE WILL BE PLENTY OF FOOD, CONVERSATION
 & LITTLE BRITISH CARS TO LOOK AT

PLAN OF ACTION:

- WEENIE & BURGER COOKOUT – WEENIES, BURGERS, BUNS & FIX-ENS FURNISHED BY HOST CLUB. EVERYONE ELSE TO BRING THEIR FAVORITE COVERED DISH OF FOOD/DESSERT TO COMPLIMENT THE WEENIES & BURGERS
- BRING YOUR FAVORITE YARD CHAIR AND YOUR BEVERAGE OF CHOICE (REMEMBER – STATE PARK RULES)
- BRING YOUR FAVORITE CLUB STORY FOR TELLING & SHARING & FLYERS TO TELL WHAT YOUR CLUB DOING THIS YEAR?

DENNIS RAINEY	E MAIL dprainey@att.net	256-486-8605
JIM WATSON	E MAIL spridget@charter.net	865-599-4305

PLEASE OH PLEASE - RSVP ASAP OR AT LEAST BY MARCH 20, 2022



WWW.EURO-FEST.NET

DON'T MISS THIS



**56th Annual
GOF-SOUTH 2022**

World Famous Mission Inn Resort & Club, Howey-in-the-Hills, FL

April 22-24, 2022

- MGB 60th anniversary, with Larry Norton, NAMGBR
- Hands-on tech sessions and seminars
- Meet n Greet and Awards Banquet
- Four driving events and rallies
- Shopping in quaint towns
- Two MG shows
- Spa

WWW.GOFSOUTH.ORG

*Hear Ye!
Hear Ye!!
Mark Your
Calendars!!*

*The British are coming . . .
To Townsend, Tennessee for -
Springtime in the Smokies
A Gathering of British
and European Cars
and Motorcycles*



When: Saturday May 14, 2022

*Where: Talley Ho Inn
8314 SR-73
Townsend, TN
(865)448-2465*

*Time: Registration 8:30-11 AM
Event Begins at 9 AM*

\$25 Registration Fee

What You Can Expect

- *More than 100 vintage, classic and modern automobiles*
- *Trophies by category and Best In Show*
- *Silent Auction - Bid on and win automotive themed goodies*
- *Light concessions (water, sodas, packaged snacks)*
- *A driving tour of the Great Smoky Mountains area*



Points of Contact:

Jim Watson - spridget@charter.net (865)599-4305
Jon Renault - jrenault62@icloud.com (585)260-5986





**2022 Heartland
All British Car Show**

www.heartlandallbritish.com

CROWN CENTER JUNE 11, 2022
9AM - 2:30PM

Crown Center 2405 Grand Blvd. Kansas City, MO 64108

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)

OPEN
WWW GT 47 COM

All Roads Lead to GT-47!

Christ
Marian's LIBRARY
KIVA
Wooden Cross
BLACKSMITH SHOP
American Milling
Devon Oxen
MINIATURE DONKEYS
MINIATURE HORSES

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!



- CAR SHOW***
- TECH SESSIONS***
- FUNKHANA***
- VALVE COVER RACING***
- 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





Dillard, Georgia

Save the Date!

The Southeast British Car Festival

Dillard, Georgia

September 15-18, 2022

The Peachtree MG Registry of Atlanta presents:

A Southern British Car Weekend in the mountains of North Georgia

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, Ltd is affiliated with



News



Congratulations to Jim McCrory for having his TF selected for Amelia Concours Saturday "Cars and Coffee" show. Make sure you stop by and say hello to Jim if you attend the Amelia Concours.



Thank you for your continued interest and support of Cars on Kiawah. In response to the many inquiries, we are providing an update on the timing of our next show. Similar to many events, our schedule was disrupted by the pandemic. Originally scheduled for Spring 2020, it was postponed until the Fall 2020 and then again until October 2021, when it took place. At this time, Spring 2023 is the planned time frame for the next Cars on Kiawah.

We are currently exploring alternatives for handling the increased number of spectators we experienced at the 2021 show. We ask for your patience while we sort through our options. When a decision is made, we will send an email to all prior year exhibitors and all in our database who have expressed interest in the event. Details will also be posted on our website, www.carsonkiawah.com.

Please be assured, our mission to showcase the history and evolution of the automobile will continue to offer spectators and participants an incredible event.

We look forward to seeing you in **Spring 2023**,
Cars on Kiawah Committee



**Dues are due between January 1 &
March 31, 2022.**

**You will get a reminder when you log
into the PMGR website.**

**Simply "click" on that and it will take
you to the many dues-paying options.**





Cecil Kimber Birthday Rally

Sunday May 1st

Cecil Kimber, the father and first general manager of the MG Car Company was born on April 12, 1888. To celebrate his birthday, the Peachtree MG Registry will have the second Cecil Kimber Birthday Rally on Sunday, May 1st. (The first weekend in April, we have our Spring Tune Up, followed by the Monthly club meeting the second weekend. Then it is Easter and the last weekend in April several club members are planning to attend GOF South in Florida.

Details will follow but the general concept will be the same as first edition. We meet at a gas station, drive for a couple of hours, following no-getting-lost GPS style driving instructions, while answering some checkpoint questions along the way, and end up at a brewery/restaurant for results, awards, libations, food, and good times.

For information please contact Reinout Vogt at 847.342.9804 or reinoutvogt@gmail.com

New England MG T Register

by Reinout Vogt

The New England MG T Register (NEMGTR), despite the regional reference in its name, is the national organization for the T-Series MGs, starting with the MG TA from 1936 up to the end of the production of the MG TF in 1955, as well as other pre-1956 Vintage MGs. It operates much like the other national MG clubs, such as NAMGBR, NAMGAR, and the NAMMMR (I know, so many abbreviations make it a little bit confusing), with local MG and British car clubs acting as chapters.

For our region, that was the Southeastern MG T Register (SEMGTR), more or less our sister club here in the Atlanta area. Unfortunately, diminishing operational resources in recent years caused the SEMGTR chapter to become inactive and the PMGR was recognized as the regional affiliate of the NEMGTR. This was in the making for a while, but was only formalized in the final quarter of 2021.

In December, PMGR president Blake Aasgaard emailed an invitation to all known former SEMGTR members to join the club for a dues-free one year trial. The campaign was quite successful and a few dozen signed up, pushing our total membership over the 200 mark. Please join me in welcoming all to our club. We hope to see your T-Series MGs at our driving events and meet you at our social gatherings, meetings, and tech sessions.

The NEMGTR publishes a beautiful bi-monthly, 48 page, full-color, and fill-size magazine The Sacred Octagon a.k.a. the TSO. The February 2022 issue (Volume 60 No.1) includes the annual chapter reports and your PMGR is featured on a spread on pages 12 and 13. They send me two copies of each issue; one for my membership and one to promote the NEMGTR among our membership. I will bring them to the next club function to hand out to whomever is interested, first come first serve.

Please contact me at (847) 342-9804 or reinoutvogt@gmail.com if you have questions about, or suggestions for, this new phase of the Peachtree MG Registry.

February Monthly Meeting Photos



**Join us on
March 13th**



Suwannee Site Photos for Motor Car Day

May 22nd





ORF

ORF TOUR WEDNESDAY MARCH 16, 2022

The March ORF will be to the Savoy Auto Museum in Cartersville, Ga. Please review the museums website. <https://savoymuseum.org/>

While on their website please pay particular attention to the VISIT and CAFÉ tabs for the following information:

TICKETS / cost (\$15) and prepurchase ability
 BEFORE YOU ARRIVE / visitor information
 Café Menu

I plan to leave from the IHOP in Dawsonville and go through Ball Ground, Waleska and Rydal on our run west to the Savoy. I appreciate this is a bit longer route and takes a few minutes more time than a more direct route on GA 20, however this drive is more enjoyable and easier to keep the group together on. I have budgeted 15 minutes in Waleska for a bio brake and meet up for anyone not wanting to meet us at the IHOP in Dawsonville. You “west” siders may want to just meet us at the Savoy...just please let me know so I can advise you if we cancel or breakdown. See the proposed schedule below:

08:00am – 08:45am	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 – 10:45am	Includes 15-20 meet-up/bio break in Waleska
10:45am – 2:00pm	Three hours and 15 minutes at the Savoy to view the museum and eat lunch
2:00pm	Head for home!!!!

If you plan to attend, please advise Tom Nadelhoffer at: blueb@bellsouth.net or 404-402-3004

Please advise no later than Monday, March 14,2022!!!



Trip to Smith-Gilbert Gardens

Saturday, March 12th

Well, folks, it's time for the first quasi-ORF of 2022. Last years trip to the Smith-Gilbert Gardens as a success so we're going to do it again. The Date is going to be **Saturday, March 12th**, weather permitting.

The itinerary is:

Meet around 9:00AM at the Marietta Diner for breakfast. Parking can be a bit dicey but the Diner has two overflow lots. If you don't want to chance the parking, there are a few other places nearby:

Waffle House - Roswell St and Frey's Gin Rd SE (by I-75)

Waffle House - Hwy 41 and Barclay Circle, south of the Diner

Red Eyed Mule - 430 S Marietta Parkway SE (ex-Huddle House, is very good but limited parking)

IHOP - Hwy 41 near the Diner

McD - Hwy 41 south of the South 120 Loop

Chick-Fil-A - next to the Sam's Club which is just north of the Diner

Driver's meeting will be held in the Sam's Club parking lot just north of the Diner around 10:30.

The drive will take us through Marietta, past the National Cemetery and through the Kennesaw Mountain Battle Field to the [Smith-Gilbert Gardens](#). The drive should be about 30-45 minutes.

Depart the Gardens about 12:30 or so for lunch at a brewing company, probably [Dry County Brewing Co.](#) but that will depend on how many plan to attend as parking there is limited and an alternate location may be needed. **You will need to bring your own food.**

For those who want to spend some more time in Kennesaw, here is a sampling of other places of interest:

Southern Museum of the Civil War and Locomotive History, 2829 Cherokee St NW, Kennesaw, GA

Wildman's Civil War Surplus (museum), 2879 S Main St NW, Kennesaw, GA

Lazy Guy Distillery, 2950 Moon Station Rd NW, Kennesaw, GA

Frozen Cow Creamery, 2870 Cherokee St NW, Kennesaw, GA

Kennesaw National Battlefield. If you've never been there it's worth taking some time to visit.

RSVP is requested, as we will need an approximate count not later than March 8th to give to the Gardens and to select the brewery. If you will be joining us at the Diner, we need to know that as well.

Please send the RSVPs to Erich Starzinger at erichs@mindspring.com or call my cell phone at 404-663-5352.

Our Stories

Letter To America;

Some of you may be familiar with the late Alistair Cooke, who was a British journalist born in 1908, and who spent most of his life in the USA. He was particularly famous for his "Letters from America". These were aimed at a British audience in the UK, relating to life and culture in the USA. Most of these broadcasts were on the radio, since they started in 1946 -but fascinating to listen to his accounts, growing up across the "Pond".

So, my "Letter to America" is from a Brit (yours truly) -who came to North Carolina from N. Ireland in 1992 (with family) for a 3-year contract to work in aerospace projects. I bought my MGB that year, with a plan to refurbish it and take it back to Europe at the end of my contract. Well, here is a photo of my MG in the driveway that I took a couple of months ago (29 years later) with its original OE Brooklands Green paint, and some interior and engine refurbishment over the years.

So over these "American" years I/we have lived in NC, SC and more latterly GA. During the 7 years we lived in NC I was a member of the Metrolina MG Car Club and attended many shows and drives etc. throughout NC. Moving to SC I got involved with FBCC (Foothills) and attended events accordingly. One of the most exciting events was the annual Euro at BMW which attracted a wide and voluminous audience.



During that era there were about 8 classes for MGBs alone! I inevitably regularly got second prizes, never first, never third! Having the event at BMW attracted attention from far and wide, along with the interest of the BMW museum and the test track drive invitations. Alas, this event has now moved to the Greenville SC golf course, and sadly the "Euro" now barely features British cars! So, some 15 years later the move to Georgia in 2013 took place, and retirement from full time work along with the ability to construct a 6-car garage permitted me the excuse to refurbish or rebuild other vehicles. This included a 1984 Porsche 911 Carrera Targa, two Diesel TDI Land Rover Defenders, a 1989 998cc Mini (retroed to a Mark 2) and a Honda S2000. Behind all this, my daily driver for 15 years was a 1967 Ford Mustang 289 Coupe -which initially was purchased for my daughter's 16th. birthday in 2003! -and is still part of the collection but requires some engine TLC right now.

Certainly there is lots of activity in greater Atlanta related to British cars and in particular MGs, and I am forever meeting people that have relations and contacts with cars of yore ...as well as the cars themselves. Along with the car shows and tech talk, I particularly enjoy regular visits to "British scented workshops" in Covington, Shady Dale, Decatur, Norcross, Cumming and Dawsonville.

Safety Fast ...and Safety Slow,
-Peter Robinson.



Creative Work

Willard 2022 MG Rodeo and Arts Festival

By Dave Peck

StayMGcation

Series 1: Episode 9 Lucas Website

Recap: If you missed Episode 8 in the February 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. If you didn't drive an MG to the monthly meeting, you were reprimanded.

Harry, Arthur, Oliver and Pris hung around after the last monthly meeting. They wondered whether anyone had been contacted about their next trip to recover more stolen MGs. Arthur suggested they look on the dark web to see if they could find any "missing" MGs that might need to be reclaimed. Harry and Pris pulled out their laptops and began searching. After a few minutes, Harry gazed up with a blank look on his face, "Nothing."

"Hey, I think I found something!" said Pris.

"You found something on the dark web?" asked Oliver.

"Kids aren't allowed on the dark web! I found it on the Lucas Web."

"What's the Lucas web?"

"Well, everyone always talking about Lucas, so I figured he must be an important guy. He must have his own website and blog."

"Pris, you might be on to something. What'da ya got?"

"There's a site called "Pinch-A-Trailer." Their ad that says they can get any MG you want, even one-of-a-kind cars," said Pris.

Oliver peaked over Pris's shoulder and read the ad aloud:

At Pinch-A-Trailer, we specialize in rare, hard-to-find, classic cars. We're not like other dealers who only sell cars they own or take on consignment. You tell us what car you'd like, and we go out and find it. Once we locate the vehicle, we wait for the owner to load it on trailer. When the owner stops for gas or food, we unhitch the trailer from the owner's truck and hook the trailer up to one of our trucks. By keeping our costs lower than other dealers, we pass the savings on to our customers. Worried about getting good title? No worries, mate! We have the best forgers money can buy. Benny didn't waste his time in the slammer punching out license plates; instead, he honed his forging skills to a razor's edge. Benny's titles look and feel like a real title. Our other forger Vinny took an online one-hour class on Photoshop for Criminals. Vinny's titles are indistinguishable from the original. Worried about the police using the engine numbers to identify the real owner?

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Not a problem! We have highly skilled welders who can “erase” the old engine number and replace it with a new untraceable number.

The rest of the ad consisted of testimonials of customers who raved about Pinch-A-Trailer. Before Pris could click on the next link, her screen began to flicker. “What’s going on?” she asked.

Oliver decided it was time to tell his granddaughter about Joseph Lucas. Before Oliver had gotten very far, Pris interrupted. “Wait a minute, my social studies teacher said we’re supposed to talk to someone really old, like you grandpa, about some famous person and write a story about it.”

After a few minutes, Pris interrupted Oliver again. “Can I read what I have so far?”

“Sure, go ahead.”

“A long time ago, but not as long ago as President Washington, there was a man named Joe Lucas. He lived in England. He liked to hunt foxes, eat yucky stuff, and play with his Cocker Spaniel. He was an inventor, except he didn’t really invent anything. He was supposed to do stuff with cars. Most of the cars back then didn’t have headlights, so they just used candles to see at night. But when people drove their cars at night, the air blew out the candles. There were a lot of crashes back then, but not as many as today. Mr. Lucas was supposed to do stuff with electricity and make new headlights that didn’t blow out at night. Mr. Lucas knew a lot about electricity, except not as much as Mr. Edison or Mr. Franklin. Mr. Lucas didn’t like electricity because it never stayed in one place, so it wasn’t very good for headlights. But sometimes the electricity would stay in the headlight for a while, then it would go somewhere else, and then sometimes come back to the headlight. Some people liked flickering headlights, but most people liked candles better.”

“Hey, look Pris, the screen stopped blinking—it’s working again!” exclaimed Oliver. “Let’s read the first testimonial.”

I found the perfect Tickford-bodied MG TA on Pinch-A-Trailer. It couldn’t have come at a better time. I had an identical TA stolen while I was gassing up at a truck stop. Some guy unhitched my trailer and hooked up my trailer to his truck and took off. I couldn’t believe how similar the Pinch-A-Trailer’s TA was to mine. My opening bid was \$120,000. There were no other bidders, so the car was mine. I was prepared to offer \$200,000 for the car, which was about what I paid for it ten years ago. If you’re looking for a rare example of a pre-War MG, you won’t a better website than Pinch-A-Trailer.

Oliver chafed, “These crooks stole a MG from this guy and then had the audacity to sell it back to the unwitting owner. We have to shut this game down! Where are they located?”

“Grandpa, look at the bottom of the screen. It says Pinch-A-Trailer has a showroom in Saudi Arabia.”

“That’s where we’re going. I don’t wanna miss the Riyadh Car Show, billed as the largest car show in the Mideast. The show claims to showcase cars that exceed half a billion dollars in total value. I bet Pinch-A-Trailer will be showing some of their stolen MGs at Riyadh.”

Harry interjected, “But how are we going to get there? No one has reached out to us with a military cargo plane.”

“I think I can help with that, said Arthur.

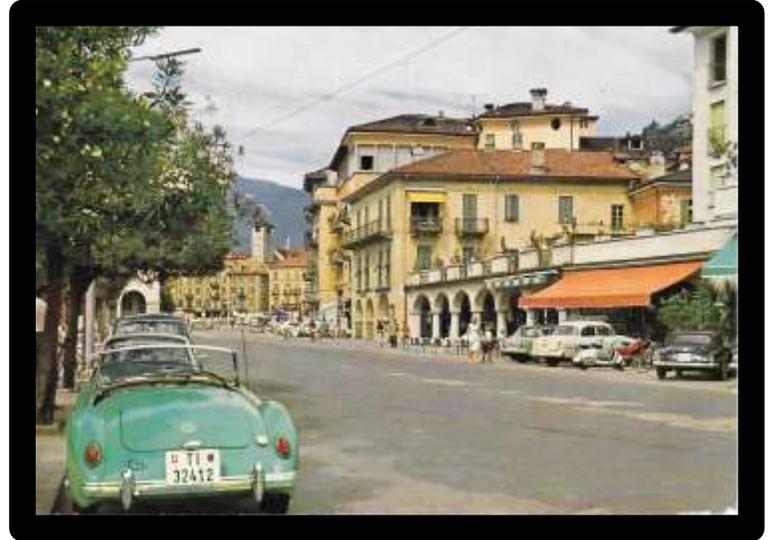
To be continued next month

Postcards from Karel

This post card is from Locarno in Switzerland and features a right-hand drive (RHD) MGA 1500. Locarno is a resort town on Lake Maggiore in the Italian-speaking south of the country. The interesting part of the postcard is the RHD MGA. The Swiss drive on the right side of the road and therefore, most cars are left-hand drive. The MGA's license plate shows that it local, from the Canton of Ticino, where Locarno is located.

Why are there RHD MGA's in Switzerland? For an answer, we need to look no further than our own Swiss, Oliver Hoffmann, who drives a RHD MGA that his uncle purchased new, through the importer, in Switzerland (Oliver is a member of the Peachtree MG Registry, the local MG club here in Georgia). It turns out that some drivers in Switzerland prefer RHD cars for narrow mountain roads with deep ravines on one side and/or vertical rocks on the other side. Many Swiss army trucks and old yellow Postal Service busses are also RHD making it easier for the driver to position the vehicle on to the edge of the road: not too close to the rock wall and damage the car, or not too close to the ravine and fall down.

And the MG importer in Switzerland offered, new, RHD cars with a speedometer/odometer in kilometers instead of miles and a temperature gauge that reads degrees Centigrade instead of Fahrenheit. Although we can't see the dashboard of the MGA in the postcard, it is very well possible that it is one of these rare models, just like Oliver's.



Here is a photo of AvivA and me in the Swiss Alps in the MG Reinout mentioned. Note the license plate on both cars. TI plates are issued in the canton of Ticino. Ticino is an Italian-speaking region in southern Switzerland with palm-lined lakes and sharp Alpine peaks. This photo was taken in 1994 on a trip over the "Passo del San Gottardo."

The pass has been a vital trade route between Northern and Southern Europe, connecting countries to both sides of the Alps, and makes for an adventurous ride.

Our MG was purchased in Lugano, Switzerland, In June of 1960 by my uncle "Bob" just about a 30-minute drive from "Piazza Grande" in Locarno, where the picture of the green MG was taken.

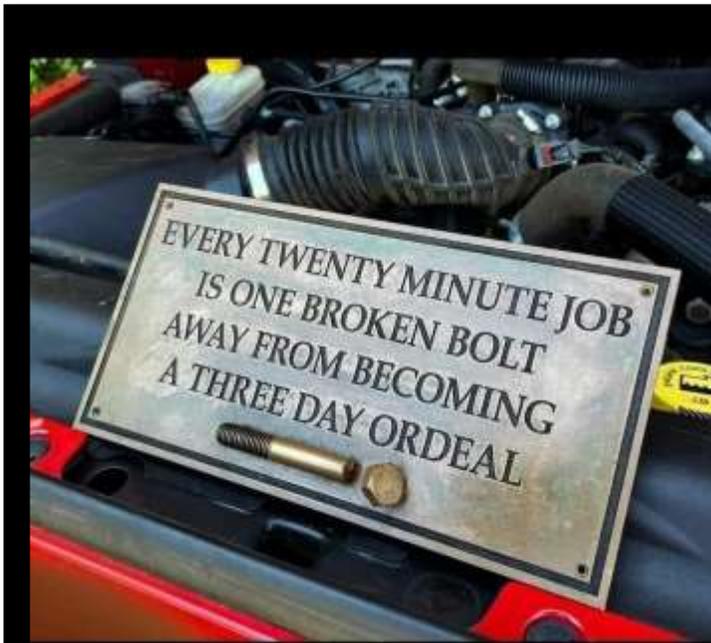
I wonder if they sometimes waived at each other when they crossed paths on narrow winding mountain roads, knowing they were both awesome in their right-hand drive automobiles.

From Oliver Hoffmann

Greeting Card from Reinout



Because Karel's postcard is about right-hand drive MGAs, here is one of my favorite cards. The photo is the dashboard of a right-hand drive 1958 MGA TwinCam. The photo is by Henry Rasmussen from his book *The Survivors - European Sports Cars of the Fifties*. The card is copyright'ed in 1979 to Picturama Publications from Arroyo Grande, CA, USA and was part of their Survivors Series Greeting Cards.



HOW TO FIX

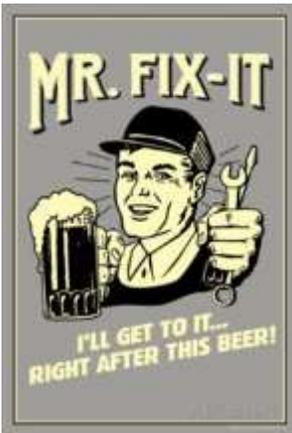
Squealing brakes
 Exhaust leak
 Belt squeaking
 Exhaust rattle
 Engine tick
 Wheel bearing going out

Turn the radio up

Tech



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



Tech Article: March, 2022

Last month I was discussing painting details. I need to clarify one small item, two items actually. One is that I did not reach my goal of completing the MGB by the end of the month. Both

weather; super cold with no real heat yet in the shop and health. Somehow, I threw my back out once again and that

takes ten days to recover. It must have happened when either playing with Bolt or picking up small limbs in the yard. Either way, those who have bad backs know the pain it can impart. The other item is on painting the radiator. I said I used a spray can of VHT paint. Besides being easier and faster than mixing hardened enamel; it has another benefit. The more paint one puts on a radiator, the more heat retention it has. The hardened enamel holds in more heat than the thinner layer of VHT spray can. One needs to be a little careful on how thick the paint becomes.

Let me spend a paragraph on painting the area around the hydraulic cylinders. Once the cylinders are removed, wash the area very good with water. Then you must strip the area to bare metal. Sand or wire brush the area and clean with any cheap brake cleaner. Let it dry. Repeat the steps. Brake fluid can get into the metal and if you do not clean this area to a surgical degree, your new paint will fail.

Once the area is clean and dry, spray it off with some thinner, let it dry. Then use an epoxy pri-

mer, yes spray can is ok but not preferred. Then you can paint the area with a hardened enamel and hope you got it clean enough. Anything that gets bolted to this area needs to be cleaned just as well. The brackets that hold the cylinders should be sandblasted first. Then use an epoxy primer.

It is a bad fact that normal brake fluid will remove paint and it does not matter what kind of paint you use. The brake fluid choice can make a difference, but I do not suggest Dot 5 silicone. Just for yall that like Dot 5, I agree it has the benefit of not hurting paint; but do not spill it on anything that you may want to repaint in the near future. Also, Wilwood does not recommend Dot 5 in their systems, they say use Dot 4.

While on hydraulic stuff, suppose you want to paint your master cylinders. Some came a gold color and as far as I know, it is not a color you can find at any Ace or Home Depot. After cleaning the cylinder, I sand blast the outside after a full disassembly and plugging all the holes, I use an epoxy primer, yes spray can is still ok, and then use a gold paint with a light over spray of a bronze to get close to the original color. Then I will clear coat them.

Once you do this, you have to be very careful pouring in the fluid. Make sure your lines are all tight. If you are using brake fluid near your car, it is best if you have a container of plain water handy. Should you drip some brake fluid on the paint, flush it with the water as quick as possible. It will flush it off and not harm the paint. Just 30 seconds of brake fluid sitting on paint can cause a color change even if it does not lift the paint.

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Also remember to keep any and all rags away from the paint if you even think they may have come in contact with brake fluid. If you think I have spent too much time discussing brake fluid and paint, ask anyone who had the two come together.

If you are planning to paint the entire under hood area, then; I am sorry to say, it has to be completely stripped of everything under the hood. This means all brake lines, wiring harness, relays, fuses, etc. Then a trip to the car wash is called for. Wash as much gunk off the car as possible. I used to spray the area with Safety Kleen fluid before taking the car to the wash and then using the hot soapy water and then the rinse cycle. It is best to sand blast the area to bare metal after it dries. Sorry, anything less will not hold up over the years and will all ways look like you did not take the time to do it correctly.

Here, I would use a mixed epoxy primer and gloss paint to match the exterior as close as possible. If you are not painting the entire car and that is not what this article is about, then you will never perfectly match the old paint with the new paint. It will be close but not exact. If you mask from the lip of the hood closing area and paint the lip that is under the hood, any color miss match will be hard to detect to the casual looker.

I would not paint the area where the fender mounting bolts are as that can leave a slight line in the paint where the original fender paint meets the new paint. If the different paints meet on the edge of the lip, it almost becomes one uniform job.

Everything that you return to its correct place in the engine compartment should be treated to

the same clean, prime and paint. If you are reusing your original hydraulic lines; it is easier than bending new, then sand them clean; then polish with 0000 steel wool. Wash off with brake clean or thinner and clear coat them. Make sure your fittings rotate smoothly before clear coating. And I should say to flush the lines before anything and not near your car!

When you reassemble the engine compartment, I suggest you use all new bolts, screws, clamps and small brackets. It just looks better. I personally prefer grade 8 cadmium plated hardware that is easy to obtain from many sources and will look better longer than grade Ace hardware cheap stuff. I bet it would not add \$100 to your total cost. Don't get cheap this close to the finish. If you are not restoring to absolute original, you do not need to worry is your radiator mounting screws having a point at the end or are flat. The original MGB screws ended in a slight point. You can use standard Phillips screws and not need the Posi Drive as original.

These little finishing details are what makes all your effort look good. If you do all that I have talked about, you will see why it is so expensive for a shop to do it. It takes a lot of time, way more than in parts and material (except for the professional quality paint products). One can of Krylon black will not do.

Well, I have been sitting long enough so it may be time to go play with Bolt. He needs to poop as his farts are making my eyes water. I hope to see yall somewhere soon. Be safe.

Barry Rosenberg



Cheap Trix

Paul Rollins

Portland Triumph Owner's Association

Low-cost sound insulation.

Well-known sound insulation products like Dynamat® reduce sound intrusion by dampening the vibration of the panels. These products also serve as a di-rect barrier to heat and noise via their physical characteristics. Their essential structure is a thin, dense sheet of rubbery or bituminous material, with an adhesive coating. Often this has an aluminized or vinyl top surface. They do a good job, but they ain't cheap.

I have had good experience with an alternative material made for roofing repair. One of the brands is U.Seal Instant Waterproof Repair Tape (there are other, similar products). The composition looks a lot like the expensive, auto-specific products, but the price was a lot lower – about \$1 - 2 per square foot. <https://www.homedepot.com/p/USEAL-USA-Band-6-in-Aluminum-Foil-Self-Adhesive-Repair-Tape-8872AF6/202086180>

Because it comes in a 6" x 25 foot roll, it is, for me, a lot more practical to install, with less waste. I have used it on floors, firewalls, side panels, in the doors, and even on the fiberboard

panel in front of the Spitfire fuel tank. It really sticks well on clean surfaces when pressed down firmly. A seam roller for vinyl-floor installation or similar tool works well here.

Think ahead, save time and trouble. Time is money, and a lot of time can be wasted wrestling with stuck bolts and nuts. Before reassembling a component, I think about when it will need to be removed next time. In particular, I think about the fasteners being rusted stuck. Now is the time to apply a bit of anti-seize. <https://permatex.com/product-category/lubricants/anti-seize-lubricants/> is one of several compounds readily available. This protects threaded fasteners from rusting together. As I reassemble a car, most bolts and nuts get this protection. It is a cheap investment in saving time and aggravation in the future. I do not use it on safety-critical fasteners, like lug bolts or nuts, brake calipers, and the like. On spark plugs I use a copper-based anti-seize, which is even more important to me on aluminum heads.



For Sale

**You can find more information and photos on
www.peachtreemg.com. Please contact the
seller if you have questions.**

1974 1/2 MGB-GT V8 Conversion Project - \$9,500 OBO

A special car with every available option including tinted glass, air conditioning, rear window defogger, and wire wheels. She is 99% rust free and no accidents.

1967 MGB-GT - \$7,500

Here is another great project MGB that I brought over from California about eight years ago

1979 MGB-V8 (Chris Gore's Original) - \$30,000

1979 modified to look like a 1973 MGB V8

1962 MGA Mk2 Coupe \$30k firm

She's a 100%, body-on restoration, rust free California girl.

1959 MGA Twin Cam, \$72,500-new to website

Contact Mark Sayles 478-957-9778 or Nanette Sayles 478-955-9238.

1951 MG-TD - \$16,500

Only 24,000 miles on the clock. It runs great and is in nice condition. This 1951 MG-TD is for sale in Savannah GA.

howard-french@att.net 912-306-4770

2 MGBs For Sale

The 1975 (Red) has had extensive work by Ric Cline British cars and is ready to drive. **\$3,500 OBO.**

The 1974 (Faded Red) is a chrome bumper Florida car that basically needs a tune up and hydraulics **\$2,500 OBO.**

The 1979 (Green) has a hard top, soft top and tonneau and needs a tune up and hydraulics **\$2,500 OBO.**

The 1976 (Blue) is a beauty and needs only a good tune up and hydraulics. **\$2,300 OBO.**

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

1969 MGB + Trailer - \$2,500

1969 with a 1977 engine. As part of the deal, I am including a 24ft, dual axle trailer with electric brakes. We are about 11 miles off I-75 in Rossville, Ga. I would like to get **\$2,250** for everything.

Robert Williams ncsailor62@gmail.com

'76 MGB - \$15,500

Extremely clean for its age. All the gremlins that haunt british cars have been taken care of This was Bob Anderson's car.

Please contact either Donovan at 352-340-8233 or call Brad Dryden at 678-371-3310 to discuss.

This car is also listed on Facebook Marketplace with a few more pics.

1970 MGB - \$12,000 OBO

"Split Rear Bumper" 1970 model

Call or text Phil Glover 770-289-8573

1953 MG-TD - \$32,500 OBO

This car has been in the family almost 50 years Car is in Jacksonville, FL This is a beautiful automobile that won

"Best British Car" in Fallbrook, CA car show.

Only serious buyers/collectors please. Call Jeff @ 952-237-7856

1972 MGB - \$6,500 OBO

I am selling this 1972 MGB for a friend whose husband bought it for \$8,500, put about \$5,000 into it, and later

died. Located in Lilburn, GA

Keith 678-770-2310

1952 MG-TD - \$19,500 OBO

1250 cc, 4-cylinder, 4 speed manual transmission,- Left hand drive

Judy Scheve 770-953-3444

King Dick Whitworth British Standard Wrenches and Sockets

King Dick Complete Set - **\$1200 plus shipping**

Snap-On Whitworth British Standard Wrench and Socket Set. This set is also \$1200 plus shipping

Blue Point Supreme Whitworth Open Ended Wrenches This set is **\$250 plus shipping**

Gregory M. Chait 912.667.1277 GregoryM-Chait@yahoo.com

Lanny - LDM9654@gmail.com

Lucas "Flame Thrower" Driving Lights

5.76-inch Lucas SLR576 driving or spot-lamps,

**Photos and more information can be found on
www.peachtreemg.com**

An Interesting Article Published in CarBuzz News

Legendary British Brand Returns To Its Sports Car Roots

BY [JARRYD NEVES](#) [ELECTRIC VEHICLES](#)

This would be the perfect way for the brand to celebrate its upcoming centenary.

British sports cars are a rarity these days. Yes, you have Aston Martin and Bentley to offer you a taste of British beef, however, the respective ranges lean toward supercars and grand tourers. Besides, both don't exactly cater toward the everyday consumer, with their hefty price tags. Back in its heyday, MG was the go-to company for those in the market for a compact and affordable sports car, akin to today's [Mazda MX-5 Miata](#). Simple, fun, and good-looking [roadsters such as the MGB](#) and TF still enjoy great popularity with enthusiasts.

Since being purchased by SAIC, the brand has lost some of its grandeur, the badge now associated with value-driven offerings. But that's all set to change, with the company planning on breathing new life into the badge.



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As per *Autocar*, part of this refreshed outlook will lean heavily on the introduction of new models. First previewed last year, the [Cyberster concept](#) is an all-electric roadster that pays tribute to MG's past while looking into the future of electromobility. A new product line, dubbed Cyber, will provide offerings to appeal to youthful consumers and enthusiasts alike.

Currently, no carmaker has offered an affordable electric sports car as yet, meaning the Cyberster will be a popular product when it eventually arrives. Carl Gotham, head of design for MG UK, has suggested a toned-down version will make it to dealership floors, saying that it will have a "bold statement that looks strongly into MG's future, touching on our heritage but more importantly building on our cutting-edge technology and advanced design".

The brand has strengthened over the years, selling over 52,000 vehicles in Europe last year. In 2022, the company plans to triple that figure ahead of its goal to reach one million sales, in 100 global markets, by 2024.





IMAGES ALONG THE PAN-AMERICAN HIGHWAY
MOSS MOTORING
[JANUARY 10, 2022](#)

by Ed and Kathleen Praxel

What were we doing here in the dirt alongside a cobbled road somewhere in southern Mexico helping change a wheel on a well-used Buick Roadmaster? The young driver of the beat up “road warrior” seemed vague as to where he was and where he was going. The lug nuts on the wheel were rounded so his wrench, with only the one fitting, was worthless. Fortunately, another car stopped and asked if he could be of assistance. He had a four-way wrench and a hammer, so we resized the nuts with force and then fit the shoddy-looking spare without tipping the car off the suicide bumper jack. We took a few minutes to introduce ourselves while I dusted off my clothes. The driver explained that he and several partying friends had made a wager. They challenged each other to buy an old but running vehicle and see how far into Mexico they could get before quitting. The person with the most miles won. Say again?! After bidding the driver, “Good luck!” we then headed for San Cristobal de las Casas, arriving after sunset, and found a pension for lodging. At dinner that night we met a newly married couple honeymooning in Mexico who were having their own adventure by touring the country on rural buses—a peso a mile. These “Pesarios” were like a colorful markets on wheels.

Over half a century ago, in 1963, my wife and I decided to drive an MG 1100 sports sedan from Spokane, Washington, on the newly opened but not completed Pan American Highway to the Panama Canal Zone. A trip of over 5,000 miles. We thought it would be a fun adventure, and it was. The road surfaces were as varied as the terrain itself. Taking photos along the way was also a challenge as we processed our black & white film each night in the bathroom of the place where we stayed and hung the film to dry in a closet. It reminded us of the old frontier when traveling photographers processed photos in their enclosed wagons.



In Oaxaca, Mexico, the early morning stillness was only interrupted by the braying of burros. There was always activity of interest along the InterAmerican Highway and this colorful family was going to

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a birthday party for their one-year-old daughter.

Oaxaca, Mexico was the approach to Monte Alban, a large pre-Columbian archeological excavation, which is now a World Heritage site. The road up the mountain was a steep climb and as we crested the top, the 20th Century was momentarily in contrast to the centuries-old acres of the city.

The first real challenge of the MG's capable front-wheel drive and hydrolastic suspension was the "El Tapon" in Guatemala—also known as "the stopper." This was a forty-mile stretch of constantly shifting road surfaces and frequent landslides. Our options were either to attempt the El Tapon or ride on the coastal railway with the car and us riding in it, secured to a flatcar. We risked the unknowns of the El Tapon and encountered five landslides in those 40 miles. There were trucks along this stretch that would help with the rescue of stranded travelers, but we managed to motor through.

With the slides behind us, we pulled off the road at the first available spot to check the undercarriage. The muffler was still intact. We stopped for a lunch break next to a small ravine where a suspension foot bridge crossed to the other side. Unexpectedly, from under the bridge the melodic sound of a marimba drifted upwards.

We arrived in San Salvador, capitol city of El Salvador, late in the evening after a long day on the road. We parked in the main plaza and decided to sleep in the car, rather than look for accommodations. Nearby was a large tiered water fountain surrounded by a party, which made sleep impossible. One of the partygoers climbed into the fountain, oblivious of us and proceeded to take a bath. Amid laughter and giggles we gave up on the idea of sleep and departed the same way we arrived—in the dark. On the way to the Honduran frontier we encountered a memorable sight—a long line of oxen and carts, illuminated by candles hanging from the yokes, wending their way to market.

We drove through Honduras in several hours seeing only a hot, moon-like landscape with large iguanas sunning themselves on rocks.

Nicaragua was defined by Lake Nicaragua where a sinister looking volcano rose from the lake and the waters are inhabited with a species of freshwater sharks!

Silt-like ash from the erupting volcano, Mount Irazu, inundated the capital, San Jose, Costa Rica, and street sweepers were kept busy pushing the residue into gutters. The bathtub in our motel had to be cleaned of fine ash before it could be used. Seventeen years later we would experience a similar ash situation back in Spokane, when Mount St. Helens erupted some 300 miles away. South of San Jose the pavement ended at Cartago and the road began to climb towards the 11,300 ft. pass over Cerro del Muerte or the "Mountain of Death." In the distance Mount Irazu was visible with its ash plume drifting towards San Jose. There were no guard rails, so vigilance was required so as not to contribute to the mountain's name.

Balboa, Panama, Canal Zone on the Pacific side, was within a day's drive of the Panamanian border. We didn't need to use our ingenuity to overcome any misadventure. And even though the tires were pretty skinny, we didn't have a flat on the entire journey. It was a welcome sight to see the engineering feat of the Canal and its traversing ships. We drove over the "Bridge of the Americas" and into



Bridge of the Americas



El Tapon and one of the helpful truckers

Wedge Words

By Steve Olson

<http://www.kansascitytriumphs.com>

We all are aware how the once great British car making industry crashed in the early 1980s. With the clarity of 20/20 hindsight we can see that their lack of investment in research and development and more efficient manufacturing processes back in the 1960s led to their downfall. We have all heard the story over and over how poor management decisions were the problem and there is a lot of truth in that. But of course, with closer examination we see there were also other factors. The world economy changed, making British cars more expensive than those produced locally in America which was always their primary marketplace. Right after WW II the British government had subsidized the auto industry allowing it to be more price competitive than it otherwise would have been. Over time the government began reducing that subsidy and eventually took over operational control hoping to find easy ways to reduce production costs. So government folks who knew little about building cars were running the show and governments are not known to have a history of cost efficiency or wise and timely decision making.



Added to that was the unhappy, unholy marriage of once independent competing auto makers into a single company. MG had been mostly controlled by enthusiasts while Triumph had been more under the control of accountants. Neither style of management is ideal. Loose accounting means resources can be wasted, and no one will find out until it is too late to fix the problem.

Micromanagement of accounting saves pennies on production costs but to gather, store, massage, and summarize all that data costs dollars. Government identified more with the been counters than car guys so former Triumph men got the top spots in upper management. And since lack of money was one of the biggest problems, that was probably a logical decision. It was obvious to everyone including the buying public that both the TR6 and the MGB were obsolete designs despite how much people loved them.



And it was also obvious to management that the market was too small to support more than one moderately priced British sports car. The MG folks could get no funding for their radical new design. Triumph snagged a bit more money and came up with the hastily designed TR7 which was totally different than any previous TR. Management chose the TR7 and envisioned a single sports car with TR or MG badges much like the Austin Healey Sprite and MG Midget. MG lovers were not pleased. The new design was done without consulting MG designers. But a single basic design to be used by both makes really was a wise idea at least in concept. TR TI



The devil of course is in the details. The bean counters insisted the TR7 be built on the cheap using many existing components that were just barely up to the job but were cheap and available. The rear end, the brakes and the transmission for instance were the same as those used in the MG Midget and were not well suited to the larger and more powerful car. They also chose to eventually close the MG assembly plant that had never had a strike and build the new car where labor would be cheap. Then they rushed the design into production with little time or money for testing and fine tuning. The design was not bad but the execution, as they should well have expected, was less than stellar. The first TR7s had major quality control issues and when they were loaned to the motoring press corps those flaws were readily pointed out. Most issues would be addressed quickly but once a car gets a reputation as a lemon it is nearly impossible to change that first impression.

And of course, there were soon major lengthy strikes delaying production. Paying customers sat waiting months for delivery. Dealers lacked cars to fill the showrooms and struggled to stay afloat. So, their parts and service departments shrank. MGB's were still in production but whatever funds that should have gone for upgrades went instead to trying to keep up with ever tightening emission rules. So those cars became heavier, less powerful, handled worse, were less reliable, and cost more. That is not a recipe for success. They sold well mainly because they were the only drop top still being made in their class.

Perhaps as a last gasp the TR8 and TR7 convertibles finally went into production. The wedge design had always been planned for the Rover V8 as well as the Triumph built 4 that was also powering Triumph and SAAB sedans quite successfully.



But work stoppages and assembly plant relocations again caused lengthy delivery delays. Buyers could see the end was near and were concerned about future service and warranty work. The TR8 was just too little, too late to save the day. Less than 3000 of them were built and some of those sat on dealer lots for months waiting for buyers who eventually bought them at steep discounts. A very sad ending for the once great British sports car makers. There was plenty of blame to pass around. MG lovers said it was all the fault of Triumph. Triumph said it was just bad luck. Everyone blamed the British government for not injecting a bit more cash. British taxpayers blamed the government for not closing things down sooner.

Whatever might have been would never be.

You can view another version of this sad story on <https://www.youtube.com/watch?v=nclxYzq1d2Q>

<http://www.kansascitytriumphs.com>



Regalia

Reinout Vogt

Have you visited the Peachtree MG regalia section on our website lately? There are actually two sections, both in the Members Only tab, which means that you have to log in to access them. The first section is the PMGR Store, where you can order grill badges, window decals, lapel pins, and name tags. The second section is Lands' End Regalia, where you can order garments and other items embroidered with our club logo. The good thing is that you can order just about anything from their catalogs, and you can specify the color of each individual logo element for the embroidery. The bad thing is that there are so many choices (too many according to some) that ordering becomes quite complicated and time consuming. Therefore, we created an official 2021 club polo shirt and hat, with matching embroidery which allows for (almost) one-click ordering. However, that was 2021 and we are now already two months into 2022. So, here's our plan. We will select a new shirt and new hat for 2022. If you have a preference of style, polo, Tee, or Henley, etc. and color, let me know, before the end of March so that we can update our Lands' End Regalia Table before the summer starts.

We are also thinking of adding a couple of nice items to our store. For the summer, we could get PMGR logo'ed coolers for soda and/or beer cans, or sun-visors for in our open MGs, or.... you name it.

Please call me at 847.342.9804 or email me at reinoutvogt@gmail.com with your suggestions. I look forward to hearing from you.



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A father said to his daughter "You just graduated, this is a car I bought a while ago... It is a few years old. But before I give it, take it to a car dealer in the city and sell it , see how much they offer."

The girl came back to her father and said: "They offered 1000 euros because it looks very old"

The father said: Hold it and take it to the 2nd hand car dealer.

The girl returns to her father and says: "The pawn shop offered 100 euros because it is a very old car and lots of investments are needed to drive it again"

The father asked his daughter to join a passionate car club with experts and show them the car.

The girl drove the car to the passionate car club, turned and said to her father: "Some people in the club offered me 100,000 euros because it is a rare car that is in good condition, with great capabilities and super difficult to find."

Then the father said, "I wanted to let you know that you are not worth anything if you are not in the right place." If you are not appreciated, do not be angry, that means you are in the wrong place. "Don't stay in a place where no one sees your value."

Post from Sarah Makwela
via Facebook



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