

May 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
Celebrate	5
Meeting Minutes	6
ORF	7
More Upcoming	8
News	13
Creative	22
Postcards	24
Tech	25
For Sale	32
Ads	34

Welcome New Members

Douglas and Judy Bookless

Phil Miller

Judy and Joe Rogers

Ron and Eileen Russ

We are sad to report that Mark Sayles passed away on April 24th.

Condolences and prayers to his wife, Nanette and daughter, Rachel.

He was passionate about British cars and owned several.



President's Message

Blake Aasgaard

Hello Peachtree MG Registry Members!

Well, here we are in May, and new opportunities seem to spring forth every day, in these days of promised eternity, encouraging us to modify, adjust, refine and DRIVE our immortal little cars.

The monthly "Old Retired Friends" ORF Rides have established a reputation for being absolutely magnificent, and a great way to keep your car's muscles and joints in the best condition. Specific to May, we have the Cecil Kimber's Birthday Drive in Avondale, Georgia coming up first, followed by "Springtime in the Smokies" in Townsend, Tennessee on the 14th, and the Atlanta British Motorcar Day, in Suwanee, Georgia on the 22nd, just to name a few.

Our very own Southeast British Car Festival in Dillard is only four months away! Don't forget to register right away if you haven't done so already!

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 premier event.

Blake Aasgaard

May 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Cecil Kimber Drive	2	3	4	5	6	7
8 Moth- er's Day	9	10	11	12	13	14
15 PMGR meeting	16 Armed Forces Day	17	18 ORF	19	20	21
22 BMCD	23	24	25	26	27	28 Furman
29	30 Memori- al Day	31				

Upcoming

May

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

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

⇒ **May 15, 2022, PMGR General Meeting, Vintage Pizza,
5510 Chamblee Dunwoody Rd, Dunwoody, GA
5-7:00PM, meeting starts at 6:00PM**

⇒ **May 18, 2022, ORF**

May 22, 2022, BMCD in Suwanee town center <https://www.atlantabritishmotorcarday.org/>

May 28, 2022 GREAT SCOT! BRITISH CAR SHOW at Furman, <https://greenvillescottishgames.redpodium.com/2022-great-scot-british-car-show>

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

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

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 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 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**

Celebrate

May

Christopher	McAnally	05/29
Norma Jean	McHugh	05/29
Mary	Moon	05/25
Tom	Nadelhoffer	05/27
Jack	Orkin	05/18
Kathy	Orkin	05/30
Debbie	Peck	05/29
Jacob	Perry	05/20
Don	Prince	05/19
Sherri	Richards	05/28
Andrew	Rubino	05/27
Margaret	Schloemer	05/08
Vann	Smith	05/11
Kathy	Somerville	05/31
Alan	Taylor	05/19
Arthur	Thompson	05/27
Francoise	Wackenhut	05/16
Richard F	Webb	05/29
Joyce	Westmoreland	05/04

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
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

Reach us by phone:

(866) 279-9728

Check out our YouTube Channel
and Subscribe

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

Meeting Minutes

Peachtree Mtg Minutes 4/10/22

Meeting was called to order at 6:00 PM by Blake Aasgaard. Blake asked if any new members were present. We had one new member and he is the owner of two MGA's in process of restoration.

- BMCD will be held this year at the Suwanee Center on May 22nd
- VP gave a brief overview of what's happening with the SEBCF @ Dillard. Request for volunteers continues.
- Treasurer gave a report on YTD income and bank balances.
- Webmaster/membership no report given
- Regalia – No report
- The Tech Session at Barry's on April 2nd was well attended with about 18-20 MG's present. Timing, carb sync, and valve adjusting were the topics covered.
- New Business – None
- Old Business – None

Meeting was adjourned at 6:40 PM

**Get ready for the
Valve Cover Races at
Dillard, GA**



ORF

ORF TOUR WEDNESDAY MAY 18, 2022

The May ORF will be to Buc-ee's in Calhoun, GA. See Buc-ee's website listed below:

<https://buc-ees.com/>

Yes!! I know it's a travel center, but it's much more than just a gas station. See the url below to view some of the 508 photos and recommendations about the brisket sandwich:

https://www.yelp.com/biz/buc-ees-calhoun?hrid=9vzXCe94Vo9akG6BndrkUQ&rh_type=phrase&rh_ident=brisket_sandwich

If you're still not sold on going to Buc-ee's for an ORF just take a look at this url covering their grand opening: <https://www.fox5atlanta.com/news/buc-ees-opens-2nd-georgia-travel-center-in-calhoun>

Below is the proposed schedule:

09:00am – 0945am - Breakfast at Dawsonville IHOP

4117 Dawson Forest Rd E/Dawsonville, GA

09:45am- 10:00am - Tire checking and drivers meeting in the parking lot

10:00am – 1130am - Head North on 400 then West on Hwy 136 through Emma, Talking Rock, Fairmount to Calhoun;

11:30am – 1:30pm - Two hours at Buc-ee's to fill up on non-Ethanol gas, eat lunch and look around.

1:30pm - Head for home on a different back road, taking approximately an hour and 30 minutes.

NOTE> You can skip breakfast just be at the IHOP for a 10am departure, or meet us somewhere along the route, or for you West siders just head up I75N and meet us at Buc-ee's for lunch!

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

blueb@bellsouth.net

Or 404-402-3004

Please advise no later than Monday, May 16, 2022!!!



*The British are coming . . .
To Townsend, Tennessee for -*

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

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




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)



2022 Heartland All British Car Show

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

www.heartlandallbritish.com

Crown Center 2405 Grand Blvd. Kansas City, MO 64108

British Motor Car Day Suwanee Town Center May 22nd

<https://www.atlantabritishmotorcarday.org/event-details/38th-annual-atlanta-british-motorcar-day>



The poster is split into two panels. The left panel has a red border and features the word "ATLANTA" at the top, a circular Union Jack with "2022" in the center, and the text "38th Annual BRITISH MOTORCAR DAY Suwanee, GA" at the bottom. The right panel has a dark blue border and contains the text "Atlanta British Motorcar Day", "Sunday, May 22, 2022", and "10:00 AM to 2:00 PM." in large, bold letters.



Order your T-shirt now!

OPEN
WWW GT 47 COM

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

All Roads Lead to GT-47!

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 SOPHISTICATED 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



MG 2022
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
 Heriting the Shoals Area British Car Club



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	Saturday Events for Participants
<p style="text-align: center;"><i>Dutch Treat In Lodge</i></p> <p style="text-align: center;">5:00 PM - until?</p>	<p>Car Show..... 8:00 - 3:00 PM</p> <p>Registration..... 8:00 - 11:00 AM</p> <p>Place Ballots in Car..... 11:00 - 11:30 AM</p> <p>Voting..... 11:00 - 1:30 PM</p> <p>Awards..... 3:00 PM</p> <p>Dinner with Car Show Friends..... 5:00PM</p> <p style="text-align: center;">Dutch Treat in Lodge Restaurant</p>

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, 236-710-3456. Leave a message. Your call will be returned.
 WEBSITE: shoalsbritishcars.org EMAIL ADDRESS: patricia67@comcast.net



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

Please note, this is a revised announcement.

Because our finish location couldn't accommodate us like they did last year, there are a few changes to the 2022 Cecil Kimber Birthday Rally. The date stays the same, **May 1**, but the start and finish locations are different. We are actually quite happy the way it worked out. First, we'll now finish at our favorite brewery in Avondale Estates; The Lost Druid. And second, the necessary route changes actually cut out a couple of the less nicer roads and construction zones. And to make it all work, we moved the starting location about 10 miles further East.



Cecil Kimber Birthday Rally

Cecil Kimber was the first general manager of the MG Car Company. He led the transformation from a Morris garage, first to The Morris Garages Ltd., and later to the M.G. Car Company. Cecil Kimber, who sadly died in a train accident on February 4, 1945, on London's King Cross Railway Station, was born on April 12, 1888, and to celebrate this we invite you to the Second Cecil Kimber Birthday Rally on Sunday, May 1*.

The details are:

10:30 am

We'll meet at the QuickTrip on 5065 Stone Mountain Hwy (a.k.a. Hwy 78), Stone Mountain, GA.

From the perimeter, I-285 East, take Hwy 78 towards Snellville and Athens. It is a divided highway for about 9 miles. The QT is on North-East corner of the intersection of Hwy 78 and Parker/Davis, at the second set of traffic lights on Hwy 78.

10:45 am

Drivers Meeting and hand-out of the no-getting-lost GPS style driving instructions.

11:00 am

Rally Start, the route is about 2.5 hours, 45 miles long, with (a) manned checkpoint(s) (restrooms on site) and several self-service questions along the route.

2:00 pm

Finish at The Lost Druid Brewery, 2866 Washington St, Avondale Estates, GA. Weather permitting, we'll be outside, at picnic tables, for lunch (kitchen on site) and to sample their excellent beers. And... we'll have a Cecil Kimber birthday cake for dessert.

Please let us know if you're planning to participate by:

- Call or email Reinout Vogt
- Click the 'Register' button on the Cecil Kimber Birthday Rally page on the calendar on the PMGR website <https://peachtreemg.com>

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



GOF2022



Mission Inn at Howey-in-the-Hills was a great location and a very nice resort. There were plenty of drives if one chose, and on-site activities with good restaurants. The show field was on grass next to a lake and overlooking a portion of the golf course. They had the event from 9:00 AM - 12:30 PM to avoid the afternoon heat and afternoon sun. It's a show that I would go back to as many from the area have indicated they will be coming to Dillard. A good time was had by all.

Larry Norton

MGA - 1st Place - Oliver Hoffmann

MGA - 2nd Place - Reinout Vogt

MGB Rubber - 3rd Place - Tom Nadelhofer

MG Modified - Mike Cook

Previous winners and not eligible to win -

MGB Chrome - Larry Norton

Midget - Jack Orkin



WHEN SIZE DOES NOT MATTER.

Whilst returning home from a recent car show, we took a short detour to visit a friend and view a personal collection of microcars, scooters, and motorbikes. Some of you may ask, "What is a microcar"? Here is the answer:

After WWII, certain countries were not allowed to manufacture military weapons. Infrastructure had been, in some cases, totally destroyed. People needed transport to cover short distances. Simple, small, basic, and uncomplicated vehicles were born; some being downright strange -- these being what we now know as the Micro car.

What defines a microcar? Engine size, 500cc or less. Cars with engine size between 500cc and 1,000cc are classified as Mini cars. Due to the simplicity and adaptability of small scooter engines, many cars were designed and built by non-car people, resulting in many quirky odd shapes and idiosyncrasies. Some engines were 2 stroke some were 4 stroke -- mostly single cylinder. A prime example of this is the Isetta, originally designed and built in Italy by a refrigerator manufacturer and it had only one door, which opened from the front. Some builders used cable brakes, and transmissions sometimes were operated by cable and some by rods.

Included in the micro car collection were 2 Messerschmitt's, famous for its airplane canopy, a Hans Glas Gogomobile T400 coupe together with a Heinkel Kabine, both from Germany, a French Panhard, a Japanese built Subaru 360, a Spanish PTV.250, and an Autobianchi Bianchina from Italy. Mini cars included a Fiat Multipla, a BMW 600 and 700, and from France were a pair of Citroen 2CV's.

Also in the collection, were scooters from many European countries, such as Germany, Czechoslovakia, Italy, and Japan.

Seeing such an arrangement of "odd little cars", together with the extraordinary knowledge of our host, made the day extremely educational and very enjoyable.



Scooters



Messerschmidt



Autobianchi Bianchina. the middle is a .Subaru 360, far right is a.PTV



The Fall Mountain Tour XXX
Hosted by Rick Hartlein
Co-hosted by Tom George

The 30th 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

Tech Session, April 2, 2022

Had a great tech session on April 2nd at my shop/house in Jasper. Had 20+ people attending and most drove their MGs. With the help of Larry Norton, Don Funderburke and Alan Taylor; we showed the attendees how to tune their car. How to use a timing light to set your timing; how to adjust valves; how to tune your carbs and how to rebuild a distributor were all demonstrated. After a busy morning teaching and learning, we served a great lunch of hamburgers, hot dogs and the fixings cooked and served by Tom Nadleoffer with assistance from Tom George. For some reason Bolt hung around these two most of the morning.

Larry spent a good deal of time on his back showing how you can mark TDC on the top of the engine when your factory mark is on the bottom of the pulley. Then, using a degree timing light, he showed how to set timing easily from the top. Don spent time showing how to set carbs and tune them for a better idle and running. I demonstrated rebuilding a distributor that was out of the car. It is much easier when in a vise and not the engine. Toward the end, I showed how to check and adjust valves letting the owner do most of the work.

We had a bucket for donations for the Atlanta Food Bank, the club's charity this year, and raised \$230. Thanks to all that donated. I think everyone had a great time and learned a good bit. Till next year, when we do it all again.

Barry Rosenberg



Carolina British Classics XIV

April 2, 2022

Jack and Kathy Orkin

Friday was a very cool, clear morning as we set off to Columbia, SC for the Carolina British Classics show at the historic speedway in Cayce, SC. There would be four cars from various locations on the east side making the trip and we all met up in downtown Washington, GA.

The caravan included Ted Stewart and his Sunbeam Imp, Gary Whiting and his Mini/IMA, Terry Allen and his Land Rover and Jack and Kathy Orkin in their MG Midget.



We were soon on our way to our lunch stop at the 3 Marias in Saluda, SC. It was a gorgeous day for top-down driving. Unfortunately for the others, the Midget was the only vehicle with a fold down top that could enjoy the day! The 3 Marias is a permanent food truck in Saluda serving fresh, authentic Mexican food. Gregg, the proprietor, is a super nice guy and took good care of us and the food was plentiful and good. And Friday is homemade tamale day!



After getting to Lexington/Columbia, we all gassed up and found out that traffic here is as bad as in Atlanta!

Saturday started out another clear, cool day. The show site at the historic speedway in Cayce was only about a 15-minute drive from the hotel. This show is held in conjunction with Tartan Day South - Highland Games and Celtic Festival. Both events are located on the infield of the speedway. The car show was well organized. Central to the cars was a large hospitality tent with coffee, water, donuts and pastries donated by the host club – the British Car Club Midlands Centre.

The show ended up with about 150 cars, of which 30 were Sunbeams! This may be one of the largest assemblages of Sunbeams around and included two of the later Alpine “Barracudas”. Of course, there was also a good turnout of MGs, including 4 TCs and what may be one of the smallest assemblages of Spridgets around!



Along with the car show, there was plenty of entertainment at the Tartan Games. Many people used this as an excuse to dress up in their finest Scottish attire! There were games highlighting athletic skills, as well as many vendors present selling all sorts of Scottish merchandise and food. In addition, there were demonstrations of dog herding and birds of prey.



Along with a DJ playing the usual 60s and 70s music at the car show, there was musical entertainment during the event provided by the Palmetto Pipes and Drums.



The show concluded with the awards, of which the four intrepid PMGR members earned 3 first places and a third place!

Sunday was another beautiful day for the drive home. We retraced our route and stopped for lunch at Padgett's Country Kitchen in Washington, GA. This is either the only place open on Sunday, or the best place open on Sunday, or maybe both! We got there just before the church crowd filled the place up and had great meat and two meals! After one last group picture (looks sort of like Skittles!) we left for home.

It was a great weekend, beautiful weather and our top never went up! Hopefully, there will be many more weekends like this!



Empire News Update from Morgan Motor Cars

Breaking news from Malvern — Malvern, England that is.

Morgan cars and 3-wheelers are coming back to the USA.

After years of anticipation, the National Highway Traffic Safety Administration has issued the final rule to implement the low volume replica law. Under this new law, low volume manufacturers, under 5,000 units per year, can import 325 licensed vehicles per year to the US. Although there are still some details to work out, these cars may start landing here by the end of the year, starting with the Plus Four automatic.

The Plus Four is 97% new, keeping only the bonnet latches from the previous model. It will use a BMW 2.0 liter four cylinder Twin Power Turbocharged engine, which produces 255 bhp and up to 295 lb-ft of torque. Not bad for a car that weighs only 2,220 pounds dry. To achieve this light weight and keep the stiffness required, the Plus Four uses a bonded aluminum platform which made its debut on the Morgan Plus Six at the 2019 Geneva Motor Show. In the automatic variant, 0-60 mph takes just 4.8 seconds (manual model: 5.2 seconds), with a top speed of 149 mph. as a reminder, the last year that American buyers could pick up a new Morgan car was 2008. US pricing has not been announced at this time.

The new Morgan Super 3-wheeler is a ground up redesign using a monocoque structure, a first for Morgan, and is powered by a water-cooled 1.5 liter inline 3-cylinder Ford engine. The engine is mated to a 5-speed manual transmission borrowed from a Mazda MX-5 Miata. It delivers a peak 118 hp and 110 lb-ft of torque. Morgan quotes a 0-62 mph time of 7 seconds and a top speed of 130 mph. The new monocoque structure features bonded aluminum construction, the same type of construction that Morgan uses for its CX-Generation platform underpinning the Plus Six and the Plus Four sports cars. This helped to create a lighter and more ridged design than the old 3-wheeler, which improved the handling as well as the crash safety. There is also more room in the boot. Morgan quotes a dry weight of 1,400 pounds for the Super 3.

The interior design follows an industrial theme, with modern elements mixed with retro cues. An example of this is the minimalist dash that features Morgan's traditional center mounted gauges, but this time the gauges are digital, another first for Morgan.

The Super 3 is priced from approximately \$56,245 and will start deliveries in the UK. this summer. Availability in the US. has not been announced. Because the Super 3 is classified as a motorcycle, its numbers should not be counted against the 325 cars that Morgan will be allowed to import to the US. So, there is still time to put your deposit down and get your Plus Four on order.

Thanks to Motor Authority, Morgan Spares, and Morgan Motor Co. for some of the content in this article.

(Reprinted from Brits and Spares, April 2022. British Motoring club of Arkansas)

Creative Work

Willard 2022 MG Rodeo and Arts Festival

04/15/22

By Dave Peck

StayMGcation

Series 1: Episode 11

Recap: If you missed Episode 10 in the April 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. Arthur and Oliver joined him while Pris stayed behind to monitor things from Georgia.

After arriving at port in Riyadh, the Team looked around but didn't see anything that looked familiar.

"Harry, what are we going to do now?" asked Arthur. "Since you got us into this mess, you better find a way to get us out of it."

"Excuse me, does anyone speak English?" shouted Harry. The silence was deafening. The Team watched as the containers were being unloaded.

"We're going to need a car to get to a hotel," said Harry.

"And just how do you think we're going to get a car when you packed our MGs in containers?" asked Arthur. The Team was a bit downtrodden, as they were strangers in a strange land.

A young man, probably in his 40's, approached them. "Allow me to introduce myself, I'm Faudi Ibrahim Abdul Salman Sahil, but my friends just call me Faudi. I'm fluent in several languages, including Arabic and English. I'm going to be your interpreter."

"You couldn't have come at a better time. We're American and need your help," said Harry.

"I'll call a taxi and take you to your hotel. Taxi, Taxi."

Continued from previous page

The Team rode the taxi to the Hyatt Place Riyadh Al Sulaimunia. As they were getting out of the taxi, Harry asked Faudi why he was helping them.

Faudi replied, "I thought I might just tag along on your next heist."

"That's the one answer that we know we can trust you," said Arthur.

"I also love American cars," added Faudi.

A bit stunned by Faudi's curious reply, Arthur pointed out that the Team didn't have much money to pay him for being their guide and interpreter.

"Oh, don't worry about paying me just yet. I'm sure we'll find a way."

MECHANIC

**I TRY TO MAKE
THINGS IDIOT
PROOF, BUT THEY
KEEP MAKING
BETTER IDIOTS.**

Postcards from Karel

An MG Y-Type parked in front of the Crown Hotel in Lyndhurst, New Forest.

The Crown Hotel is still in operation, now as the Crown Manor House Hotel. Anyone who visited Beaulieu in the New Forest in the South of England, either as a vacation destination, to visit the National Motor Museum, or to find MG parts at Beaulieu, the worlds largest British car parts swap-meet, may have driven through Lyndhurst, or even stayed at the hotel. There was a YA followed later by the YB but the two are only

minimally different and mostly referred to Y-Type. The spare wheel was behind a separate cover under the trunk lid, which appears to be darker in this photo, which is too small to see why and what the object, that appears to be on the right side of the rear bumper, is.



Greeting Card from Reinout



The only Y-Type, to match Karel's postcard, in my shoe box is this Christmas card by Kevin Walsh. While it is Spring, and the weather is very nice, here in Decatur, GA, it snowed a bit in Chicago only 10 days ago, so hopefully this wintery scene is still ok. It is called: Christmas Eve at the Station and the description on the card is: As the 6800 Class Great Western pulls into the station, the Maroon MG Y Type Saloon and the Black 1955 Standard 10 await their passengers. Meanwhile the BSA Bantam draws to a halt to allow a cyclist to pass.

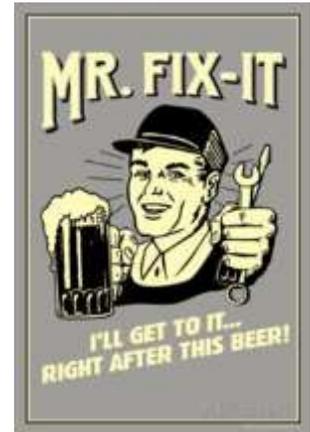
The card was published by The Almanac Gallery and sold in aid off Ben, Reg. Charity no. 297877.

(MG Y-Types were built between early 1947 and late 1953; 6158 YA's, 1301 YB's with smaller wheels and a few other small differences, and 877 YT four-seater tourers)

Tech



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



Tech Article: May, 2022

This article will probably not be out until after our tech session on spring tune-ups, but I have a few suggestions of how to make your car run better without much cost. First, you must have a sound engine, ignition system and fuel system. If you have a slap-worn-out engine, you will not get any benefits from this article.

To start with, let's look at the condition of the engine. Owning an old British car, you should own a compression gauge. Pull all your plugs and test one cylinder at a time. You do not need to open the throttles; it won't make a big difference. Write down each cylinder. Oh, do this on a cold engine. After you do all the cylinders "dry"; squirt a few shots of oil into each cylinder; spin the engine a few times and re-test the compression. Oil will temporarily seal the rings against the cylinder walls. One cylinder at a time.

Write this down. When all the cylinders are done, see if there is much difference between the two tests. The "wet" test should not be much higher than 10lbs between the dry and wet. I actually allow a little more, about 15 lbs. But that is me. If you get 20 or more, you need some engine work before you can ever get the best out of your engine.

Let's talk numbers a minute. A normal used old British engine should have about 125 lbs. per sq. inch per cylinder. Most often, it will not be even across all cylinders. What you want is the smallest difference between cylinders. If you have a high cylinder of 125, you do not want one less than 110 lbs. I allow a 10 or 15 lb. difference without calling for repairs.

You do not want the dry numbers to be down

around 100 or 110 either. That is a little low. If your compression is around 110, see what the wet numbers look like. If they go up to 125 or more, your rings are worn. If there is no change or just a few lbs., you need a valve job. You lose compression from bad rings or bad valves. You will know before any testing if you have a blown head gasket so we will ignore that for now.

It does not take a fancy leak down tester to determine where you are losing compression. Nor does it matter which cylinder is the problem. You will have to fix all of them when you fix one. You would, or should, never replace rings in only one cylinder. All you need to know is if you have a problem.

If your compression is very low, less than 100 in one cylinder while the others are normal, you most likely have a bad valve. Sometimes the compression will be 0, nada, nothing. You have a really bad valve or a burned piston. Stop tuning and start repairing before trying to get any more power from your engine.

If you have a very high compression, most old British street engines will have no more than 160 lbs. at the top end. Performance engines can have up to 180 or even a little more. The problem with high compression, yes, there can be a problem, is you may be limited to where you can set your timing.

I will diverge for a minute to discuss a trick to help high compression. First, check your valve clearances. Make sure they are not too loose. You can safely tighten your valve gaps a few thousandths if your compression is high. But not on cars like Jags as they only have gaps of ".004" to ".006". An MGB with a ".015" gap will do very

Continued on next page

well with a gap down to .010". A TR4-6 with a gap of .010" can live very well down to .008". Tightening the gap this little bit will essentially make your cam seem a little bigger.

By this, I mean the valves will open a bit sooner; open a bit more; close a bit later and your valve overlap will increase a tad. Later in this article, we will discuss how to use this to help tune your engine. If you tighten your gaps, re-test the compression and see how much it has lowered the compression.

If your compression is still high, you either have a well-built performance engine or a worn out cam. Why I say this? If your compression is high and adjusting the valves has no effect, watch how much your valves open. If they do not open much at all, then your cam is bad. You can eyeball this by comparing one valve to it's neighbor. Or you can use any number of measuring tools to be exact. If your cam is worn, stop now and don't waste your time. Your engine will never run right until rebuilt.

So, assuming your compression is good in all the cylinders, you can proceed to tune. It matters not which way you proceed from here; fuel or ignition first. You will need to check both, so pick what you want. Seems that most people with SU carbs always think every problem they have is caused by their carbs. **WRONG!**

I start with ignition. Look at your points if you have them. Looking at a Petronix will give you zero clues to a running problem. It is no secret that I prefer points over Petronix so let's discuss points first.

9,999 times out of 10,000 times it is NOT your coil. In over 47 years, I have had to replace maybe 5 coils because they failed. First thing to check is to look at your plug wires. Look for cracks or burned spots. Pull the wires out of the cap, one at a time if you can't remember which hole each goes into. Look for corrosion on the end terminals. Don't forget to look at the coil wire where it plugs into the coil. If there is corrosion, clean the wire and replace the cap.

Before replacing your cap, look inside the new one. See if the spring loaded center contact, assuming your cap has this, to make sure the little carbon is still there. We have gotten new caps without the carbon button. Next, look at the internal contacts that the rotor arcs to. They should all have a flat side where the rotor will clear. I have seen caps where one contact was not cut! That breaks a new rotor. Also look for cracks, even in a new cap.

Look closely at your rotor. Make sure it is the correct one for your car. I have seen rotors for a 4 cylinder installed in a 6 cylinder car. It can run but not well. Check that the brass bar is secured tightly to the plastic part. Some rotors have a rivet holding the pieces together and these do loosen. As they are not expensive, use a new rotor. The red ones seem better, last longer, but are not necessary. They cost \$8-\$10 as opposed to the standard ones at \$3 or \$4 each.

If your old cap and rotor are ok, you can re-use them. Or, if you choose to use new, save the old as spares. Especially the rotor. Rotors have been the cause of "no starting" than almost any thing else. Next, look at the points. The distributor has two plates locked together so one can rotate a little and the lower plate is screwed to the distributor. Try to wiggle the top plate.

It should have some wiggle but not much. Too much can be adjusted but requires removal from the distributor. Pull the two screws holding the plate down and lift of the spring from the vacuum unit. Then the plate with points will come out. Disconnect the small wire from the coil and remove the points and condenser. If you have a Petronix, remove it. It attaches very similar to points.

Turn the two plates over and you can see how twisting them they will come apart. Do that. Clean them with some carb cleaner. Place a little grease on all the contact surfaces between the plates including the little plastic rubbing buttons. Then put the two pieces back together. Now, the next step takes two hammers with one

Continued from previous page

being a ball peen. I use a large socket sitting on a bench; I put the plates centered on the large socket. Then I put the ball peen end of one hammer in the center hole. Using the other hammer, smack the ball peen hammer and "flare" the lower plate into the upper plate. Do this gently, testing between blows to make sure you do not lock the plates together.

The plates should rotate yet not have a wiggle when you finish. You just saved the cost of new plates. As your points are off, you may as well use new ones to go back in the distributor. But, before you replace the plates in the distributor, check the weights for freedom in motion. A little oil squirted on the pivots helps. The cam in the distributor that opens the points should lift slightly and twist on the inner shaft.

Test this. If the two shafts have the motion, a drop of oil in the center of the cam, on top of the screw will help. Not a lot, just a drop or two. If your two shafts are locked together, this does not mean you need a new distributor. If you have the distributor out of the engine, lock it in between two soft jaws of a vise. Then remove the center screw in the cam. Using two large screw drivers, pry against the bottom of the cam, there is a little lip there, and the edge of the distributor.

The cam should start to rise. Once it moves, squirt some oil down in the cam and tap it back down. Repeat a few times. If you want to pull the two shafts apart, remove one spring from

the shaft and the other from the cam. This way, you will be able to reassemble without getting it backwards. Once the springs are off, you can pull the shafts apart. Then clean them both and lubricate well. Put it back together.

You should now be able to wiggle the cam while holding the bottom of the inner shaft still. Replace the repaired plates and the little spring from the vacuum unit. Put new points and condenser or your Petronix back in and you can install the distributor back in the engine. You cannot install the distributor 180 degrees out. The bottom has an offset spline that goes together only one way with the distributor drive gear in the engine.

I am so sorry this has gotten so long. There is so much more I need to cover. Now the distributor is back in the engine, I wanted to go over how to set the timing so you can crank the engine. Unfortunately, that will have to wait until next month. It is a lot more to discuss.

This topic will continue next month. I plan to continue typing today as I am indoors while we are having a solar panel system installed. Hopefully, those needing tune up help will have attended the tech session.

So, until next month, see y'all somewhere soon.

Barry Rosenberg
British Car Service

Below is a good chuckle about why car thieves have a hard time stealing vintage sports cars. Although the story concerns a 914, it is equally true for old MGBs, MGCs, and Midgets (and all the earlier models of MGs as well):

These days, it has proven true that simply having a manual transmission will dissuade most thieves from stealing your car. Most youngsters these days don't have a clue how to drive anything except automatic transmission. Your vintage sports car is even harder for today's thieves to figure out.....as illustrated in this story:

<https://www.hagerty.com/media/advice/a-few-things-to-know-before-you-steal-my-914/>

Cheers,

Bill Fortenberry

(Article is from Hagerty Media, author Norman Garrett)

Reprinted from
The Octagon
The Newsletter of The Classic MG Club of Orlando
March 2022
The Answers

Presented at the North/South Picnic by John Spadaro

1. What parts of the MGA body are not made of steel?
Bonnet, doors, and boot lid are aluminum
 2. Which popular Austin Healey shared the assembly line with the MG Midget?
Austin Healy Sprite
 3. Which MG sold more than 100,000 cars in four years breaking all MG sales records up to that time?
MGTC
 4. What was the MSRP for the MGTD when it was first introduced to America?
\$2115
 5. What was the first MG sports car built with unibody or monocoque structure?
MG Midget
 6. MGTF was produced from 53 to 55. What were the total production numbers for this model?
9600
 7. Who created the MG marque in 1924?
Cecil Kimber
 8. Which post-war MG sports car did not offer center hub mount wire wheels?
MGTD
 9. What was the first car manufactured by MG with an independently recorded top speed of over 100mph.
MGA
 10. The MGB was the bestselling MG of all time. What MG was the second best selling MG?
MG Midget
 11. What two-seater roadster overtook MGB as the bestselling car of its type in the early 2000s?
Mazda Miata
 12. Which MG sports car was never officially launched in the UK?
MGTF
 13. Which MG sports car was the first to be fitted with front disc brakes instead of drums?
MGA
 14. According to manufacturer's spec's, what was the top speed of an MGTC?
75 mph
- What specific group of people is credited with introducing the MG to America?
US service men coming home from WW II

One of the aspects that makes MGs enjoyable to own and to have value far above their original sale price, is the history of the marque. You now know more of that history.

Source for questions and answers, [Essential MG](#), Graham Robson. Thanks to The Octagon for

See next page for Important information regarding this quiz.

Typos and a Correction

Typos are the bane of all editors. Usually, the typo is a wrong keystroke creating a misspelled word or deleting an important section of text. Even an extra space drives this editor bonkers. There are fine folks who review this newsletter before publishing to allow other sets of eyes to have a fresh view and catch errors of typos and content. Typos still slide through.

In the March and April editions of the Octagon there was a typo - an extra "0". Zero by itself is nothing, but following another number it has great value. Two issues, same mistake.

Question #3 in the MG Knowledge Quiz was asked by John Spadaro at the North/South picnic as:

3. Which MG sold more than 10,000 cars in four years breaking all MG sales records up to that time?

That question, with the production number of ten thousand (10,000), is searching for the answer **MGTC**. There were 10,001 MGTCs built between 1945 and 1949.

That question was mistyped with an extra zero, making the figure one hundred thousand. With the error, the question, if you ignore the four-year time frame, is still a valid question, but it does have a different answer.

3. Which MG sold more than 100,000 cars in four years breaking all MG sales records up to that time? **MGA** There were 101,081 MGAs built.

The Octagon is sent to over 300 people every month. Only one, Manley Ford, who lives in Michigan, saw the error. The editor thanks Manley for pointing out the error, since it is a typo that makes a factual error. The purpose of the article was to focus on MG history. It is important to be accurate.
Glen Moore

Thought you'd like to see
my new sink!



Torque Wrench Truths

By Paul Rollins

Why do we “torque” bolts and nuts, and how do we do this right?

This reason for torquing is not just to make sure the nut or bolt is tight enough to not fall off. The real objective is to achieve a clamping force so the component is securely attached (like a cylinder head) by very slightly stretching and tensioning the fastener, like stretching a spring. It's a slightly-sensitive operation, because over-torquing can strip threads, or the bolt or stud will stretch too far, exceeding the elastic limit and rendering the bolt or stud useless. Not enough torque and the seal between parts may not be secure.

Tightening threaded fasteners to a specific torque value is just a crude approximation of the real objective. The real measure of the force is the elongation of the bolt. The threads on bolts, studs, nuts or female threaded components are inclined planes, or ramps. As they move over each other, the nut is wedged down against the surface of the component, and the bolt is stretched, creating a tension to hold the parts together. Modern, precise mechanical practice is to directly measure the change in length with a sensitive dial indicator resting on the end of the bolt. The next level of accuracy is to start with the nut in firm contact with the surface to be clamped, then turning it a specified number of degrees. Thread pitch angle and the amount of rotation of the nut provide a proxy measure of elongation. Our cars were made before these practices were widely adopted in the auto manufacturing and repair fields, so our manuals show the primitive approximation of “torque.”

Calculating the amount of clamping force produced by the movement of the ramps through torquing considers the diameter of the shaft of the bolt or stud, the pitch of the threads, strength of the material, and the coefficients of friction between the threads and between the bolt head or nut and the surface against which it is turning. Empirical experience has produced tables of torque values for various sizes and materials of fasteners, and with different types of lubrication.

Torque is just a rough estimate of actual clamping force; the measurement of torque is influenced greatly by coefficients of friction. Not all bolts and nuts of the same size and thread pitch are created equal. Surface finish of the threads may vary among thread rolling or cutting machines. Similarly, the coefficient of friction between the head and the washer or surface against which it presses may vary from piece to piece. It is also unlikely their frictional characteristics stay the same with reuse. Thread surfaces may get more polished, as may the lower face of the nut or bolt head. Or, corrosion may roughen the surfaces. Torquing may be +/- 30% accurate regarding true tension achieved.

Continued on next page

But, torque is the best measure we have, so we should do our best to get it right.

First have a good torque wrench. “Click” type wrenches seem more sophisticated than the old-school, bending-beam units. But, “clickers” can be inaccurate. Possibly most are. Check yours. <https://www.wikihow.com/Calibrate-a-Torque-Wrench> Brand-name, bending-beam torque wrenches maintain their accuracy unless they have been bent past their elastic limit. This should be very-obvious if the beam is not straight.

Don't stop turning the wrench until the target torque value is achieved. If the turn is stopped before target value, back off the fastener and start again. The reason to do this is the difference between the coefficients of static and dynamic friction. Static-friction coefficient is higher than dynamic coefficient. So, as the fastener is being turned, it is working against dynamic friction. Once it is stopped, the higher, static friction must be overcome to get it moving again. If the fastener is at or even just a little below the target value, the excessive torque required to get it turning again may show a misleading reading on the torque wrench suggesting the target torque value has already been achieved.

An exception to the above is a process sometimes found in manuals to torque in steps, working up to final value. One process is to tighten fasteners to one third of final torque in pattern order, then repeat at two thirds, then full value. The differences in torque figures between the different steps leaves room to account for the difference between the effects of static and dynamic friction.

A good example of the influence of friction is the common practice of re-torquing of head bolts or studs after run in. They must be backed off before re-torquing. Do each one separately – back off and re-torque before moving to next one-- in original torquing order unless the manual says otherwise.

If a bolt or stud has been over-torqued, it may not still have the strength to do its job. Replace it. Inspect threads on used fasteners. If they are rust pitted, replace them as they will produce misleading torque readings.

Generally, fasteners are torqued with dry threads. Some, highly-specialized fasteners (like ARP rod bolts) must be lubricated for proper installation.

Triumph Trax
Portland

April 2022

For Sale

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

SOLD

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 Nanette Sayles 478-955-9238.

Early MGB exhaust manifold for sale.

Completely sand blasted, then ceramic coated, new studs, will significantly reduce heat, \$250
 In MOSS catalog a brand new one that is not ceramic coated and does not include studs, \$300.
 Scarborough Faire, also not Ceramic coated and does not include the studs, for \$275
 I'd be willing to discuss a possible trade for a MGA windshield or MGA framework for convertible top, or sell for \$250

Philip Preston

Cell# 404-630-1969

The 1979 (Green) has a hard top, soft top and tonneau and needs a tune up and hydraulics **\$2,500 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 Willams ncsailor62@gmail.com

1950 MG TD - \$29,900
Marty and Pat Shane, 864-718-0315, alis4@yahoo.com.

NEW

1970 MGB - \$12,000 OBO

"Split Rear Bumper" 1970 model

Call or text Phil Glover 770-289-8573

1953 MG-TD - \$32,500 OBO

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

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

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

1972 MGB - \$6,500 OBO

died. Located in Lilburn, GA

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

Keith 678-770-2310

1952 MG-TD - \$19,500 OBO

Judy Scheve 770-953-3444

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

King Dick Whitworth British Standard Wrenches and Sockets

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

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

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

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

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**



Little British Car Co

Quality Parts at a Reasonable Price

www.LBCarCo.com

29311 Aranel
Farmington Hills, MI 48334

Phone: (248) 489-0022

Email: LBCarCo@LBCarCo.com

Enjoy this week's event and please keep us in mind for your shopping throughout the year. Parts for restoration & maintenance are our main business – **always at discounted prices**. We have the parts you need, the convenience you want & a lower price than you thought you would pay. We're an authorized distributor for Moss Motors, Pertronix, Moto-Lita, Gunson & more. And we have quality automotive accessories & gifts for the British car enthusiast.

Ric Cline

British Car Repair, Performance and Parts
MG – Triumph – Austin Healey

1649 Davidson Road
Shady Dale, GA 31085

Call 770-778-0843 for an Appointment
or to Order Parts



PMGR Officers and Board Members

Blake Aasgaard
President
president@peachtreemg.com

Erich Starzinger
Vice President
VP@peachtreemg.com

Larry Norton
Treasurer
treasurer@peachtreemg.com

Thomas Bosko
Senior Board Member/Director

Joe Rushing
Board Member

John Scarpucci
Board Member

Dan Bosso
Board Member

Aviva Hoffmann
Board Member

Committee Chairs

Technical Co-Directors:
Reinout Vogt & Phil O'Brien
tech@peachtreemg.com

Membership:
Steve Ratcliffe
webmaster@peachtreemg.com

Historian:
Erich Starzinger
historian@peachtreemg.com

Regalia:
Reinout Vogt
regalia@peachtreemg.com

Webmaster:
Steve Ratcliffe
webmaster@peachtreemg.com

Newsletter Editor:
Madell Dobrushin
newsletter@peachtreemg.com