



The Registry

November 2021

Peachtreemg Registry

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

Reach us by phone: (866) 279-9728

Check out our YouTube Channel and Subscribe

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

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Want a car? Need parts?
 Check out
www.peachtreemg.com
 for vehicles and parts for sale

Watch a video of Brits in the Valley Car Show
<https://www.youtube.com/watch?v=q7BfKXAh3Rc>



Classy in my Classic

By AvivA Hoffmann, President, PMGR

Classy in my Classic (again soon - I hope!)

I don't have a proper article this month. I'll confess, I didn't realize the recovery process and physical therapy, after a knee replacement surgery, would be as challenging as it is. I am quite glad I'm on this side of it all and getting stronger each day. Another downside to this whole thing is not being as self-sufficient as I'd like nor being able to drive! Thank goodness I took "Emma" out on a couple of errands in the days leading up to surgery! But, I sure do miss cruising around town with my special MG.

I look forward to a full recovery and more drives. In this month of November, we have so much to look forward to and be grateful for. I hope you and your family have a wonderful Thanksgiving, and I hope to see you at the club's next general meeting AND our holiday party in December.

Happy Holidays Car Club Friends!



Editor's note: Recover quickly AvivA!!

www.peachtreemg.com

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**CONGRATULATIONS
TO
LARRY NORTON**



CHAIRMAN OF NAMBGR



NOVEMBER 2021

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7 Change the Clocks to Standard Time! 	8	9	10	11 Veterans Day	12	13 Tech Session 9:30-11:30
14 PMGR Membership meeting	15	16	17 ORF	18	19	20
21	22	23	24	25 Thanksgiving	26	27
28	29	30				

Upcoming Events

November

~~Nov 6 – Uwharrie Mountains British Car Meet 2021 – North Carolina – Cancelled~~

Nov 5-7 - Hilton Head Island Motoring Festival & Concours d' Elegance—
<https://www.hhiconcours.com/>

Nov 13– Tech Session

**November 14 – PMGR Membership Meeting, The Olde Blind Dog Irish Pub
12650 Crabapple Rd #100, Milton, GA 30004**

Nov 17 ORF

Nov. 19-21 - MG Jamboree 22 Safety Harbor, FL. <http://www.fsmgcc.com/events.html>

December

December 5th, Holiday Party Atlanta Motorsports Park , 12 noon to 4:00PM

2022 Save the Dates

April 22-24, 2022 - Gathering of the Faithful South

June 19-23, 2022 - MG2022

**September 15-18, 2022 Southeast British Car Festival 2022.
at the Dillard House in Dillard, Ga.
Registration will be open after the first of the year.**

Celebrate

November

Barton	Cheryl	11-1
Cheatham	Walter	11-3
Cheij	Abe	11-23
DuPre	Gilbert	11-23
Ernst	Pamela	11-5
Franklin	Carol	11-16
Fraser	Michael	11-2
Fraser	Scott	11-23
Gosling	Ginger	11-29
Harper	Melvin	11-21
Jackson	Shirley	11-17
Johnston	Stephen	11-22
KinKade	Nancy	11-28
Melton	Rebecca	11-21
Melton	Wayne	11-26
Nadelhoffer	Debby	11-12
Tansy	John	11-5

***Think about making a donation
in honor of a Birthday or
another Celebration.***

***Our 2021 Charity
Georgia Mountain Food Bank***

December

Bosso	Melissa	12/13
Braswell	Mary	12/05
Cohen	Heidi	12/24
Crissey	Dennis	12/13
Curtis	Melanie	12/14
Franklin	Brittany	12/09
Gil	Manny	12/14
Golden	Jan	12/17
Henderson	Lee	12/31
Hill	Marianna	12/25
Holmes	Michael	12/13
Human	Judith	12/03
Ice	Larry	12/09
Jackson	Kent	12/18
Kriwanek	Marion	12/14
Macolino	Sheila	12/05
McKinney	Carl	12/12
Miller	Jane	12/17
Moon	William	12/27
O'Brien	Phil	12/08
Palenske	Robin	12/01
Pernice	Peter	12/04
Rubino	Ann-Marie	12/17
Springfield	Richard	12/05
Wood	William	12/11



Meeting Minutes

October Meeting Minutes:

Our Monthly Member Meeting was held October 10th at the Old Blind Dog Pub in Milton, GA and via Zoom. We congregated at 5:00 PM for social hour and supper. The business meeting was called to order by our President, Aviva Hoffman, at approximately 6:00 PM. Aviva welcomed everyone and we moved on to reports.

Treasurer report was read and accepted. Finances are good. Reports go to the President and VP each month.

Tech sessions – No report – will be scheduling some for later dates.

Regalia – Reinout reported the Lands End interface is up and running. We have pins available with the club logo. We also have Dillard pins available and grille badges for sale on the website.

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

Events – The Columbus show was held with 48 registrations. Finances are almost complete, and we were not profitable.

Social media – Facebook. No report but the site continues to grow and get activity. Kathy reported 174 members.

Charity – North Georgia Food Bank. Abe had a discussion with the director and we will be working to come up with ideas to generate funds. ORF run in Oct will be to their site to help sort food.

Mike Cook led the meeting with his James Bond trivia,

Meeting was adjourned by Aviva.

Larry Norton

Secretary/Treasurer

Peachtree News



Congratulations to Reinout and Henneke Vogt.

They are the winners of the Penney Award for 2021. Reinout and Henneke have devoted loads of their time and efforts to Peachtree MG Registry creating Rallys and chairing the Brits in the Valley Car Show.

Joe Rushing, last year's awardee, presented the award to the Vogt's.

**Mark your calendar for our next
in-person PMGR club meeting to
be held on Sunday,**

November 14, 2021

5:00 PM (dinner & socializing) **6:00 PM**

Meeting

at

The Olde Blind Dog Irish Pub

12650 Crabapple Rd #100, Milton,
GA 30004 (678) 624-1090



Brits In The Valley

“When you bring back my car in two years, can you please make sure that it’s clean and that the tank is full?”, said Marriott bellman Eric when we were the last to leave our British Car weekend in Columbus, GA. And I’m pretty sure that Eric is not the only one who would like to see us return in 2023, because participants, local venue operators, and the public all enjoyed a weekend with fantastic weather, great events, and friendships.

It all started on Thursday, September 19 at 4 pm, when Registration opened in the lobby of the Columbus Marriott, our host hotel, and Jack and Kathy Orkin started to welcome and register the Thursday arrivals .

Kathy and Jack Orkin at the registration table.



In the evening there was an Ice Breaker get-together at Banks Food Hall. We congregated in the outside patio and many ordered dinner and an adult beverage from the vendors in the food-court-like establishment



Jay Franklin and Peter Robinson on the Banks Food Hall patio.

All participants also received a coupon for dessert, a gelato or soft serve .



Dessert coupon for Jeremiah’s Italian Ice.

Friday was a driving day with a self-guided rally of about 100 miles. At the drivers meeting we explained the instructions, which consisted of detailed sketches of every turn, complete with distance, street names, and other landmarks. The system is a mix between modern GPS turn-by-turn instructions and an old route system first used in the 1950’s Tulip Rallies in the Netherlands



Tom Nadelhoffer studying the new instructions.

It is remarkably error-proof and virtually eliminates any navigator-driver arguments along the way. The rally took the participants out of town into the pristine driving area between Columbus, Warm Springs, and Pine Mountain. Perfectly maintained, smooth, winding, and slightly hilly roads with almost no traffic and beautiful views. There were 15 checkpoints in the form of questions about signs and objects along the route. The first break was in Warm Springs where President Roosevelt built his Little White House and received therapeutic treatment at the nearby natural spring pool.

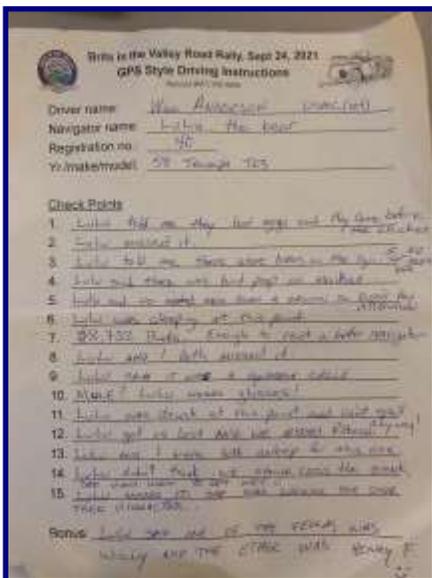
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Most of the participants took advantage of the time allowance to visit the museum and FDR's Little White House and answer a bonus-question about his cars. The route continued through the F.D. Roosevelt State Park with a checkpoint at the place where he had a barbecue set-up. It is hard to imagine that the world's most powerful man just sat there munching on a hot dog from his grill and enjoying the spectacular view across the valley .



Oliver Hoffmann's 1960 MGA at the site of FDR's barbecue

During the entire rally we had just one minor technical problem. Of all participants, it happened to Glenn and Gail Lenhard. Their MGBGT wouldn't start up again after they turned it off at FDR's grill. Of course, Glenn has lots of tools as he was on the program with a tech session. But that wasn't until Saturday and the tools were left in their hotel room. It turned out that the starter was stuck in the ring gear. Apparently, that happens with the early starter motors but luckily they can quite easily be disengaged without taking the whole starter out. Soon they were on their way again. The next rally stop was in Pine Mountain with several options for lunch before the final leg back to the Marriott. Most rally teams consisted of two people: driver and navigator. But there was also Will Anderson, who drove the entire route assisted by his 3ft. tall furry black bear named Lulu. She not only navigated but also



answered the checkpoint questions. Although most were incorrect, they all were hilarious and thanks to Lulu they won the Booby Prize

Lulu's sheet; only no. 7 and the bonus question are correct, but all are very funny.

Many rally participants and Friday arrivals washed their cars in preparation for the car show on Saturday before going out to dinner



Carwash at the Marriott.

Brits in The Valley participants had the opportunity to explore the city and have dinner, with new or old friends, at one of many restaurants along Broadway, the main entertainment block of downtown Columbus where Fridays are lively nights with many people out on the street eating, drinking, and listening to the live music performance. We ended up with a group of about 12 people in the mood for Thai food. The small restaurant couldn't immediately seat all so we were waiting outside, but after we mentioned that we would all squeeze in on their largest table the wait was over. The global pandemic has some unexpected effects, one of them being the shortage of Thai beer in Columbus, GA. Luckily Mexican beer is not shipped in ocean-freight containers and our restaurant had plenty of Modelo's in their fridge.

Saturday was car show day and things could not have worked out any better. Like the two days before, the weather was nothing shy of picture perfect: blue sky, without even the smallest of clouds, and not too hot. And the location of the show field, in Woodruff Park along the banks of the Chattahoochee River, was also... nothing shy of picture perfect. The field was laid out in rows parallel to the river and one could stand or sit in the shade of the university building, looking at the cars from the front with the river and neighbor-state Alabama in the background .

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Woodruff Park with the car show and the Chattahoochee River and the State of Alabama in the background.

Walkers and joggers from the river trail, runners on an early morning fund raiser run, bicyclist, families with children, and locals with stories about the British car they owned in college, or the date night in the British car they borrowed from a friend and ended with the Price of Darkness, stopped by our cars. There was a group of high school students to help with set-up, directing participants to the area of their classes on the field, and selling T-shirts for Jim Walton.

High school students selling T-Shirts with their leader Robert



Shortly after the show ended it was time for the awards and recognition. Peachtree MG Registry president AvivA Hoffmann introduced Jim Walton, as the originator and leader of Brits In The Valley, the local group after which the weekend was named. There would have been no car show in 2019 and no weekend in 2021 without Jim, for which he was presented a Token of Appreciation.



The show field as seen from the river side with the spectacular Jaguar E-Types of Lamar Beck and Bill Trimble and the university building in the background.



Jim and Anne Walton enjoying a picnic lunch on the show field.



The nice thing about being in a city like Columbus with the cars show is that it attracts so many spectators .



Winners Circle, with, from left to right, Sheri and David Appleby, Lamar Beck, Jim Walton, Reinout Vogt, Will Anderson, Steve Philips, Oliver Hoffmann, AvivA Hoffmann, Jack Orkin, Steve Ratcliffe, Peter Robinson, Larry Norton, Abe Cheij, and Mike Cook

Continued on the next page

You can't have a car show with just award winners, and to express gratitude to all who came out to participate and didn't win, there was a consolation prize in the form of a lapel pin with the Brits In The Valley 2021 logo. These pins were exclusively for them and were not, and are not, for sale.

The End of Show celebration was at the beautiful Bo Bartlett Art Gallery in the university building. Another one of the nice things of Columbus, GA as the destination for a Brits In The Valley weekend is that everything is 'right there'. Of course, you have to drive your car from the hotel to the show field, but if you had forgotten something from your room, it is just two small city blocks away. And everything else was also easily within walking distance, Banks Food Hall on Thursday, Broadway for dinner and entertainment on Friday night, and the Bo Bartlett Center was only a kid-corner from the hotel.

The tickets for the End of Show celebration were 'classy', promising a special experience and the art



gallery and catering didn't disappoint. The food presentation and variety was very nice with something to eat for everybody and drinks were served at the cash

bar. The art on display was very interesting, specifically the paintings by Bo Bartlett, a modern realist from Columbus with topics touching on social aspects of life in the 20th and 21st centuries. At the celebration the final two awards were presented. First was the Overall Brits In The Valley Champion, for the participant, team, car(s) that scored the highest in the rally and the car show combined. AvivA and Oliver Hoffman drove the 1960 MGA to victory in the rally and both won their class in the show. AvivA with her 1963 Iris Blue MGB and Oliver with his MGA.



The final award was for **Best in Show**, won by the 1952 Red Arnolt MG of Stan Cryz and Susan Schradler.

The Arnolt was designed by Italian coach builder Bertone on a factory MG TD chassis and sold by Chicago businessman and MG dealer Stanley 'Wacky' Arnolt. Only 103 total were built (67 coupes and 36 roadsters, if I remember correctly). Stan had several period articles and pieces of the car including a 1953 catalog for an exhibition about the changing design of cars coming to the USA in the Museum Of Modern Art in New York, and which included an Arnolt MG as one of the ten cars on display.



Participants enjoying food and drinks during the presentation of the Brits In The Valley Champions and Best Of Show at the Bo Bartlett Center.

The weekend came to an end on Sunday morning with a farewell outside of the hotel at the main parking lot. Participants, when walking to their cars to load luggage and get ready for the drive home, stopped by for a chat, a cup of coffee and a Veri Best donut, a local favorite, just back open after being closed a while during the pandemic.

We then packed up everything in the truck and put Emma back in the trailer and said goodbye to the folks in the Marriott. And that is where this story started.

Thanks Eric and everybody at the Marriott, University, Catering, Visitors Bureau, Banks Food Hall, local restaurants and businesses, and people from Columbus. We'd love to be back in 2023.

Tuesday Lunch Group

Paul Flexner

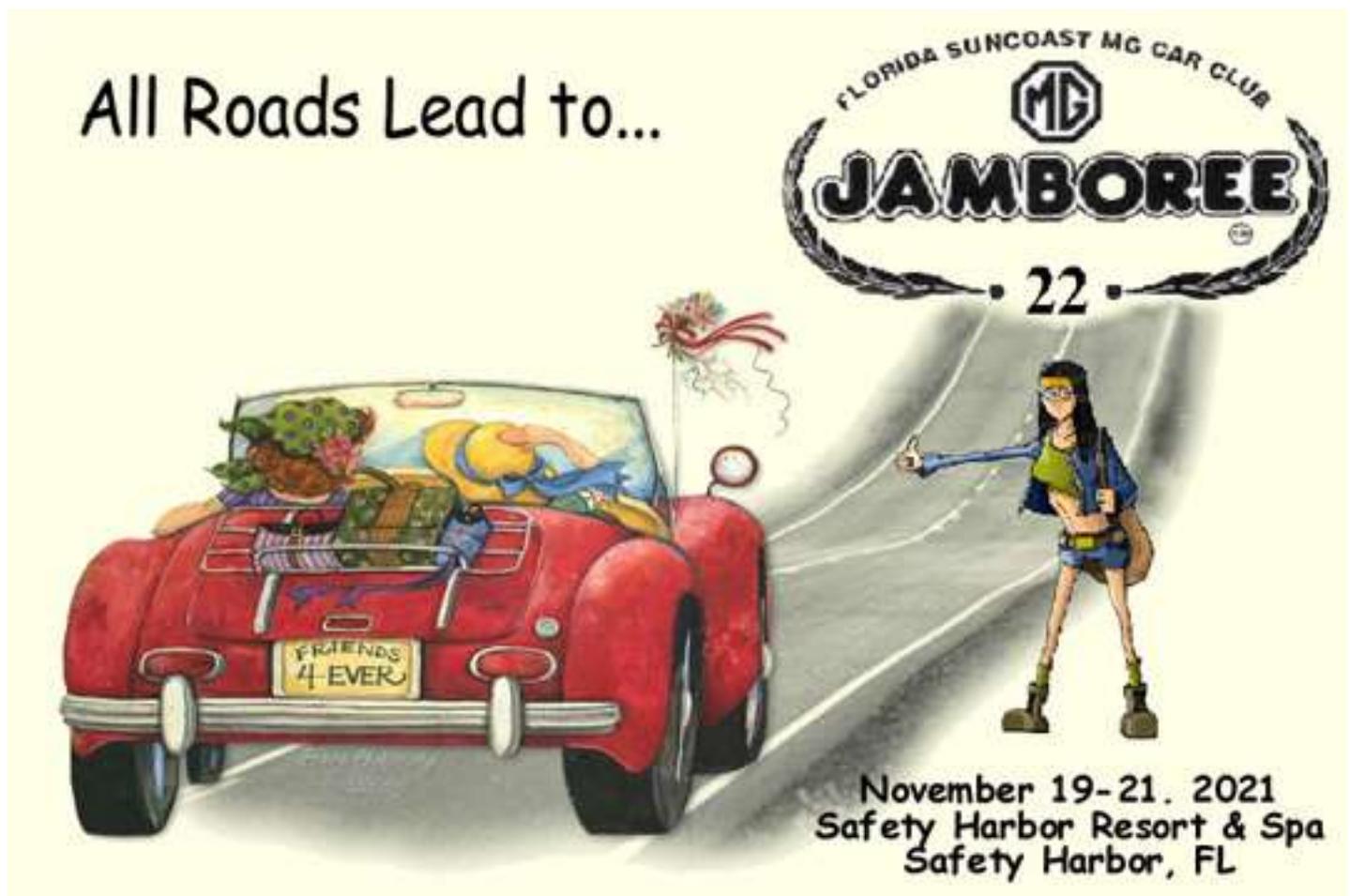
With all of the challenges that COVID 19 has posed, providing an oasis for us to meet, greet, share a beer and some lunch has been a key element to our continued involvement with our MG's. Gathering each week anywhere from 4 to 12 guys and an occasional gal have met at the Iron Horse Tavern in Historic Norcross. We address tech issues with our MG's, compare notes on our favorite sports teams, gab on and on about anything and everything important or not. It's great just to be together on the porch without all of the pressures of daily living. We come from Gainesville, Dacula, Grayson, Marietta, and many other locales around the city. Please join us on any Tuesday at Noon for some good conversation.

(We may have to move inside if the temps drop to unreasonable levels as we move through the winter months.)

Email Paul at PAF20@TC.COLUMBIA.EDU if you are interested in attending or have questions.

Iron Horse Tavern

29 Jones St NW #2505, Norcross, GA 30071





MG Jamboree 22

2 Cool 2 Miss

November 19-21, 2021



During your visit to MG Jamboree 22 you will want to stay at the beautiful and historic Safety Harbor Resort & Spa. This is the center for all the activities. MG Jamboree registration qualifies you for the special room rate. The "Spa" features the gourmet Fountain Grille Restaurant, the Santorini Lobby Lounge and the more informal Tiki Bar as well as spacious patio and pool areas for socializing with old friends and new. Your stay at the Spa will include a full breakfast on Saturday and Sunday mornings.

The Friday car show will be on the Spa grounds overlooking Tampa Bay followed by dinner on the Terrace. Later, stroll in Safety Harbor for the Main Street Fair & Music Festival. All tours and the Saturday drive to the car show at the Celtic Music & Craft Beer Festival will originate from the Spa. The Saturday banquet will feature door prizes, award presentations, raffle winners, trivia questions (and answers) and great food. To attend the Friday and Saturday evening dinner events, you must have registered for the meals.

You may want to arrive a few days early or stay a few days longer. The small town of Safety Harbor is interesting to discover and the Safety Harbor Resort and Spa is very accommodating. Also, walking out of your room at the Spa, you can explore Philippe Park and Bayshore Linear Park with burial mounds and middens left by Native Americans 2,000 years ago. A short walk on Bayshore Blvd. brings you to the Safety Harbor Museum and Cultural Center. Within 13 miles are Honeymoon Island State Park, Clearwater Beach, Clearwater Marine Aquarium (home of Winter the dolphin) and the Tampa Bay Auto Museum. Venturing a few miles farther, you can reach the Greek village of Tarpon Springs, the historic cigar capital, Ybor City, the internationally acclaimed Sand Sculptures at Treasure Island beach and eclectic downtown Saint Petersburg. All these are within a 25 mile radius of Safety Harbor.

We look forward to seeing you at MG Jamboree 22.

FLORIDA SUNCOAST
MG Jamboree 22
2 COOL 2 MISS



www.fsmgcc.com



Ted Badger, 727-295-9669, marited@verizon.net or www.fsmgcc.com.



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



PMGR Charity



Partner Distribution Organization of The Atlanta Community Food Bank

As most of you are aware, Peachtree MG Registry elected to partner with Georgia Mountain Food Bank as the club's supported charity for 2021. With offices and facilities located in Gainesville, GA, the GMFB operates in partnership with 70 other agencies to provide food needs to over 50,000 of our fellow Georgians living in Forsyth, Dawson, Hall, Lumpkin and Union County.

Through the date of this update, via direct contributions and donations raised at various meetings, ORF's and car meets, the club has raised in excess of \$1,000 for the GMFB. Many thanks to those who have already contributed. Based on the purchasing ability of GMFB that translates into over 5,000 meals for needy Georgians. But we are not finished yet, there is still ample time to make a contribution to this effort – details below.

On October 13, in place of the traditional ORF, a rag tag band of Peachtree MG members drove to the GMFB facility to work sorting food and provide direct food contributions. Thanks very much to Tom Nadelhoffer, our ORF coordinator, for setting this up. Tom Nadelhoffer, Wally Carlisle, Mike Cook, Joe Tew, Tom Hoppe, Gene Westmoreland, Steve Radcliffe and I met up at the Dawsonville I-Hop, enjoyed a very nutritious breakfast and then travelled to the GMFB facility. Despite the lack of winding roads for this trip, we did have Steve's MGB and Wally's MGA in attendance. To everyone's delight, Tom Hoppe showed up driving his 1949 Desoto – a very cool car. Not to be outdone, Don Funderburk met the group at the facility driving one of his MGB's!

After temperature checks (everyone passed), the group met with Denise Bernardi (GMFB Volunteer Coordinator). Denise provided us with a tour of the facility (larger than we expected), answered our many questions and then explained that we would be preparing some 200 bags of produce for individuals that would be coming later in the day. After about an hour and a half the group had filled up two large totes with bags filled with fruits and vegetables donated by various supermarkets in the area. Tom Nadelhoffer personally inspected all the nectarines to ensure no rotten or mushy ones ended up in a donation bag. At the end of our shift, Denise weighed the food we had brought to donate and proclaimed it was 162 pounds. Not bad. Many thanks to these men for sharing their time for a good cause.

Denise also shared with us that volunteer opportunities are available after 5 pm for those who cannot come during the day. We will explore this option and share with the club.

GMFB has now provided us with a direct link from the Peachtree MG web page to their system that will allow individuals to contribute directly. This option also allows the club to track total donations made to GMFB. A credit card is an option for making a contribution. Please consider adding this worthy organization to your year-end giving options.

Abe Cheij

Photos on the next page

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October 13, 2021

GEORGIA MOUNTAIN FOOD BANK

'til no one is hungry

Partner Distribution Organization of The Atlanta Community Food Bank



Our Travels

Renaissance Euro Fest

At Colony Park

October 1-2, 2021

Jack and Kathy Orkin

The Renaissance Euro Fest is a show for vintage European cars and motorcycles at an upscale shopping center in Ridgeland, Mississippi. There is no registration fee, but you are required to send pictures and a description of your car to be accepted. One unique aspect is how the cars are displayed. The Renaissance at Colony Park is laid out with about 8 buildings with retail on the ground level and offices on the second level. It is very nicely landscaped with architectural accents such as a clock tower and fountains. In addition, there are very wide sidewalks between all the buildings, and this is where the cars are displayed – in front of the stores so the cars are seen by the public as they walk from shop to shop. The cars are grouped by country, such as the cars of Germany or the cars of Great Britain.



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Another unique aspect of the show is how the cars are judged. Rather than a popular vote like the British car shows we usually attend, each country (class) is judged by a team of two people. After the judging is finished, ribbons are placed on the vehicles indicating those that are the best in their class and those that are outstanding in the class. This way the car owners and the public walking around can see who the winners are. Then, at the conclusion of the show trophies are handed out to all the winners.

Day One – Thursday, September 30

We were joined on our trip by Abe and Susan Cheij who registered to take their Triumph Herald. The organizers said there had never been a Herald in any of the previous 12 Euro Fest events and were looking forward to this one. We met at the QT on Thornton Road on the west side of Atlanta on Thursday morning. I heard the sound of a LBC pulling up to a pump, then I see it and think, uh oh. Instead of the blue Herald, I see a bright red MGB-GT!! Abe had a slight issue with the Herald's induction system and was concerned about the trip, so he changed to his equally nice MG. He contacted the people at Euro Fest, and they said that was fine. We then proceeded west on Highway 78 to Oxford, Alabama where we had breakfast at the Cracker Barrel. After breakfast we continued into Leeds, Alabama, just east of Birmingham, for maybe the most interesting stop of the trip. We discovered **Buc-ee's** convenience store and was it an eye opener!! This is a chain out of Texas and of course, everything is bigger in Texas! After filling our tanks with 93 octane non-ethanol gas at one of the 120 (!) pumps, we went inside. Talk about sensory overload. The pictures don't do it justice, but this place is huge. The bathrooms look like something you'd see at the Atlanta airport. And everything is very clean. Currently there are two Buc-ee's in Georgia and if you're near one, you need to go see it!



Continued on the next page



Some of the 120 gas pumps



53,000 sq. ft. of stuff!

Continued on the next page



Partial view of the men's room

After Buc-ee's, we continued through Birmingham and on to Tupelo, Mississippi where we spent the night. We had dinner at the Blue Canoe, a local restaurant which was very good.



Day Two – Friday, October 1

After a good night's sleep, we got on the Natchez Trace for the drive to Ridgeland. The Trace is a federal parkway maintained by the National Park Service and runs from Nashville, TN to Natchez, MS. There are no commercial businesses on the parkway, trucks are not allowed, and the speed limit is 50 MPH on a delightful, mostly tree-lined, well-maintained 2 lane road. We stopped in Kosciusko, MS at the visitor's information center and then had lunch in town. We then continued our relaxing cruise down the Trace to Ridgeland.

After checking into our hotel, it was time to head over to the Renaissance parking lot to queue up for the guided scenic drive for show participants. We didn't know where we were going, but we had a police escort to get there! About 30 of the participants in tomorrow's event signed up for the drive. It was like a funeral with a police escort up front and 3 other motorcycle policemen stopping traffic at every light and stop sign. Many people pulled off the road and stopped, thinking it was a funeral. Or maybe they stopped just to look at the cars. We ended up in a grassy field in the town of Livingston, about 15 miles from the Renaissance where we just socialized and checked out each other's cars. Eventually we made our way back to the Renaissance on our own (stopping at red lights and stop signs!) where we picked up our registration packets and got instructions for the show tomorrow.



After registering, Abe and I washed our cars while the girls did what they do best – shopping! We then went to Primos' Café where my brother and sister-in-law met us for dinner. Primos restaurants have been in Jackson for over 90 years and are still run by the Primos family. I remember getting a gingerbread man for dessert 60 years ago and they still have them!!



Day Three – Saturday, October 2

We drove the short distance from the hotel to the show site at the Renaissance at Colony Park and were directed to our assigned parking places on the sidewalk in front of the retail stores. My sister-in-law picked up the girls for some more shopping while Abe and I waited for the judges to show up.



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Several of the members of the Mississippi English Motoring Club that we had met at other LBC events were there and we enjoyed talking with them. After the judging, we walked around looking at some of the other cars scattered throughout the center. When we returned to our cars, we found the Best-in-Class ribbon and trophy had been placed on Abe's car!



Day Four – Sunday, October 4

After getting gas, we stopped for breakfast nearby at CC's Coffee, which is a chain of coffee houses run by the Community Coffee company of Baton Rouge, LA. We then got back on the Trace and drove part way back up it on our way to Tuscaloosa, AL, where we would spend the night. It was an uneventful backroad drive through Mississippi and Alabama, and we soon arrived in Tuscaloosa. After checking in at the hotel, we walked a couple of blocks to explore downtown before stopping at the Half Shell Oyster House for dinner. The hotel had given us coupons for a free oyster sampler which was quite tasty, as was our dinner.

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Day Five – Monday, October 5

On our drive home today, we had the worst weather of the trip. After driving to Birmingham, and taking a scenic bypass around part of it, we ended up back in Leeds at Buc-ee's for gas and lunch. Then, it was back onto Highway 78 for the trip home. When we got near Georgia, we were in and out of rain for most of the time.

It was great to drive with friends in our British cars. Almost everywhere we stopped people wanted to talk about the cars or take pictures of them. The Renaissance Euro Fest is a unique, well-organized show and getting there on the Natchez Trace was lagniappe.

There is another nice show that is put on by the English Motoring Club of Mississippi. They have their annual Brits on the Bluff British car show in Natchez on a bluff above the Mississippi River. Wouldn't it be nice to drive down the Trace to an LBC show in Natchez? Hmm. Anyone interested?

Fall Tour

Thanks to Rick Hartlein's outstanding planning and leadership, the Fall Tour was a huge success!!

Starting on Tuesday, October 19th, Rick and several participants met at the Alpharetta Panera Bread (6480 North Point Parkway), then departed at 9:00 am for the Ingles in Cleveland, GA. Several others met them at the Ingles. It was a great place to get fuel for both the car and the stomachs, as the next stop was a picnic lunch at Oconee State Park in South Carolina.

We had about 9 MGs, along with several other cars, and the tour between Cleveland and Oconee State Park was a beautiful, winding, spirited drive -- Loads of fun and no issues reported. Well, "Wrong Way Rick" had one or two missed and wrong turns, but with no navigator, he's forgiven!

As Rick planned, we all arrived at the hotel in Greenville at about 4 pm to find Kathy and Jack Orkin and Jeff Adams and Susan Hunter already checking in, as they drove from Kiawah Island.

Once everyone was checked in and settled, at about 5:15PM, we met in the great Group Meeting Room that Rick had arranged. We then walked to supper at "Up on the Roof" restaurant. We were a huge group of about 30 people.



Wednesday, October 20th was a "Do as you like" day, so that's what we did. Greenville's "Historic Old Town" is full of charm, with waterfalls, bridges, and walking paths to explore, interesting boutique shops, restaurants, and taverns galore. Some folks went to the Sigal Music Museum and enjoyed the many historic instruments, the Upcountry History Museum, or the Greenville County Museum of Art.

Supper was also a group walk to Limoncello Italian Restaurant. After Supper, most of the group met on the hotel patio, with drinks and snacks in hand, for a very pleasant evening of enjoying each other's company.

Thursday, October 21st, some folks departed for home as a group, and some went alone as we pursued the best route to our homes. At last report, there were no mishaps, breakdowns, or divorces as a result of this 300+ mile trip!



Get Out for a Drive

Here's this month's recommendation to get out of the house for a self-guided drive and, if you are comfortable, a bit of sightseeing and dining! November's City of the Month is Blairsville, GA.

Quick Facts About Blairsville, GA:

Blairsville is a city and the county seat of Union, on the northern border of Georgia. The County was founded in 1835 near the Nottely River. It is named for Revolutionary War hero James Blair. In 1942, the Nottely River was dammed as part of the Tennessee Valley Authority project, forming Lake Nottely.

For more info on James Blair "The Paul Revere of the South" see: <https://genealogywithvalerie.com/2020/03/08/sunday-salute-colonel-james-blair-ride-of-the-rebel-revolutionary-war/>

The community is tucked in the Chattahoochee National Forest and the Blue Ridge Mountains, making it a natural wonderland with lakes Nottely and Winfield Scott nearby. The Appalachian Trail also passes through the area.

Elevation: 1883'

Size: 1.111 Square Miles

County: Union

Population: 693 (2020 census)

Downtown City Website: www.visitblairsvillega.com

Easy to get to via GPS services:

- 116 miles from Atlanta, GA
- 101 miles from Chattanooga, TN
- 108 miles from Decatur, GA
- 77 miles from Canton, GA
- 87 miles from Dacula, GA
- 34 miles from Dahlonega, GA



Places to Eat:

The best restaurants in Blairsville include:

[Nani's Restaurant](https://www.facebook.com/NanisRestaurant/) – www.facebook.com/NanisRestaurant/

Caribbean, Latin, Cuban, Puerto Rican cuisine with a southern flair. Very clean restaurant and friendly wait staff.

[Dan's Grill](https://www.tripadvisor.com/Restaurant_Review-g34775-d1816777-Reviews-Dans_Grill-Blairsville_Georgia.html) – www.tripadvisor.com/Restaurant_Review-g34775-d1816777-Reviews-Dans_Grill-Blairsville_Georgia.html

Latin, Cuban, Vegetarian Friendly cuisine. Cuban sandwiches are Favorites of locals.

[Saw Mill Place](http://www.thesawmillplace.com/) - <http://www.thesawmillplace.com/>

Reviews call it the best breakfast and lunch place in town. Home cooked veggies and specials.

Sightseeing and things to do:

Blairsville and the surrounding area is an outdoor paradise! Crisp, clear mountain air, crystal streams, green forests teeming with wildlife, and spectacular views are some of the reasons Blairsville is an ideal place from which to start your explorations of the surrounding area, from Georgia's highest peak, Brasstown Bald, to one of Georgia's most popular parks, Vogel State Park, to the woodland paths through the Chattahoochee National Forest.

Due to the mountainous terrain, many of the roads in Blairsville/Union county and the surrounding area are very curvy, twisty, and subject to quick elevation changes! You know....roads made for our l'il British cars or at least that's how I view them.

If you share my affection for these types of roads, I suggest you plan on attending the **Old Retired Friends (ORF) Tour**, Wednesday November 17, 2021. We will be traveling one of the most scenic drives in the North Georgia mountains on a route some call "Dragon Eyes". If you are unable to make the November 17 ORF, you can use the directions for a self-guided tour at your leisure!

For more info check out the ORF section of the newsletter!!!!!!

Have Fun and Safe Travels!!!!!!

Tom Nadelhoffer

ORF TOUR - WEDNESDAY, NOVEMBER 17, 2021

During the ORF on Wednesday, November 17th, we will be driving one of the most scenic routes in North Georgia. We will be covering approximately 135 miles, 800+ curves, two loops, 8 gaps, and endless views stretching over mountain ranges, some with peaks in excess of 4,000 ft. Some people call portions of this route “Georgia Dragon Eyes”! See:

<https://gamountainsguide.com/scenic-drives-in-the-georgia-mountains>

Other’s call it “Six Gap”. See:

https://tailofthedragonmaps.com/wp-content/uploads/SixGap_2016.jpg

The Fall is the perfect time to travel “Dragon Eyes”. Depending upon the month and weather conditions, the leaves are either “turning or falling”. In either case, the view is improved. The prior improves the range of color with the later improving the range of view!!! We will have to wait until the day of our journey to see what conditions we’ll experience.

There are numerous points to begin “Dragon Eyes”, but for this trip we will be coming up from the South out of Dawsonville, GA on GA400N towards Dahlonega, GA. After completing the 67 mile first loop on “Dragon Eyes”, we will be eating lunch in Helen, GA. After lunch we will complete the 68 mile second loop of “Dragon Eyes” on the way back to Dawsonville, GA. See the proposed schedule below:

08:30am – 09:15am Breakfast at [Dawsonville IHOP](#)

4117 Dawson Forest Rd E
Dawsonville, GA 30534

09:15am- 10:00am Tire checking, story telling, and drivers meeting in the parking lot

10:00am – 11:20am Departure for first loop drive to bio-break @ Sunrise Grocery, Blairsville, GA

www.tripadvisor.com/Attraction_Review-g34775-d7204234-Reviews-Sunrise_Grocery-Blairsville_Georgia.html

11:20am – 11:50am Bio-break and shopping at Cool Country Store

11:50am –12:30pm Departure for drive to lunch in Helen, GA.

12:30pm - 2:00pm The exact location for lunch is TBD.

Once I receive RSVP’s and get a good attendee number, I’ll contact restaurants in Helen and determine which ones will be open and have staffing available.

2:00pm - 3:48pm Departure for second loop drive back to Dawsonville

Continued on the next page

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

blueb@bellsouth.net

Or

404-402-3004

Please advise no later than Friday November 12, 2021!!!

See Directions attached and make copies to carry on the ORF Tour. GPS do work in the mountains, but normally don't follow these routes!!!

Directions IHOP Dawsonville, GA to Helen, GA ([mileage is approximate](#))

START: Dawsonville IHOP 4117 Dawson Forest Rd E, Dawsonville, GA 30534

North on GA 400/19 for	9.7 miles
Continue straight onto GA 115 Long Branch Rd for	4.8 miles
Continue straight onto Long Branch Rd for	2.0 miles
Continue straight onto Copper Mines Rd for	1.5 miles
LEFT onto Cavender Creek RD for	2.8 miles
RIGHT onto Porter Springs Rd for	6.0 miles
LEFT onto US19 for	1.1 miles
At the traffic circle take the first RIGHT onto HWY 60	7.3 miles
RIGHT onto State Route 180	11.2 miles
LEFT onto US 129/19N for	1.8 miles
Sunrise Grocery Store 7568 Gainesville HWY, Blairsville, GA is on your left	
LEFT out of Sunrise Grocery on US128/19 N for	.6 miles
RIGHT onto State Route 180	.9 miles
RIGHT onto GA 348E for	14.0 miles
LEFT onto GA 75 Alt S	2.3 miles
RIGHT onto GA17 S/GA75S/Unicoi Turnpike	1.4 miles

WELCOME TO HELEN!!!! Lunch location TBD

Return Route Helen, GA to Dawsonville, GA IHOP (mileage is approximate)

Head north on GA17 N/GA75N/N Main St/Unicoi Turnpike for	11.8 miles
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Continued on the next page

LEFT onto State Rte. 180 for	12.6 miles
LEFT turn onto US129 S/US19 S for	18.6 miles
Lynda's Chevron 5001 US129, Cleveland, GA is on your RIGHT	
RIGHT out of Lynda's onto US 129S for	.2 miles
RIGHT onto Adair s Mill Rd for	3.2 miles
RIGHT onto Town Creek Rd for	.1 miles
LEFT onto Town Creek Church Rd for	4.3 miles
LEFT onto Cavender Creek Rd for	1.1 miles
RIGHT onto Copper Mines Rd for	1.5 miles
Continue onto Long Branch Rd for	6.8 miles
Continue into GA 400S/US19S for	9.7 miles



Our Stories



Episode #8 – Next Generation – “Shark” is a 1970 Mineral Blue Split Bumper MGB Roadster. “Pay it forward.” Share life experiences that will benefit **future generations**. So, this life experience with an MG went from dad to son Chris and to grandson Cameron.

This story begins with a son in college who asked his dad for the use of the family’s 1980 MGB roadster called “Chocolate Drop”. He wanted to use the car to date his new girlfriend. They enjoyed many top-down drives together over the months that followed. Because the girlfriend lived an hour away, the son enjoyed top-down drives home thinking about his future. Good memories resulted from those drives which led to the start of a new family. The son’s girlfriend became his wife who gave birth to three boys and one girl!

From the beginning of son’s family, each of the children were involved with MGBs through the close relationship with their grandfather. As the boys grew, grandfather taught them how to drive stick shift in the family’s 1980 MGB. The guys loved it. As the youngest son became of age to consider driving, again the grandfather suggested that an MGB restoration project leading up to the beginning of his driving experience would be a great project to tackle together. They whole-heartedly agreed. Thus began the search for the right project car.

While visiting a friend named Dan, whose hobby was restoring British cars, the grandfather heard some timely news. His friend, who was storing several “project” cars in his garages, had decided not to proceed with any more restorations because of his

advanced age of ninety-three. Following a brief discussion, the grandfather selected and bought a 1970 MGB split bumper roadster to be used as the project car. The plan was to give the completed project car to the next generation of MGB’ers. In that way, the son and grandson would own the restored MGB to enjoy together. **So, the car came home, and the project began.**



The project **began with a focus on** the needed body work which included new floor pans installed, driver’s side door rusted out area replaced with good metal, removing paint and old plastic filler, straightening panels, leading, sanding, and priming. While this was taking place, new parts were ordered to rebuild suspension system, brake system, fuel delivery system, cooling system, and engine refreshing.

As the project continues, the goal is to complete this restoration by the fall of 2022 with hopes that the MGBs owned by the family can be driven and shown in those British car events scheduled for that time of the year! **If this happens**, three generations of MGB’ers **will be together!** The “Shark” **will be among them!**



Continued on the next page

This MG experience confirmed some life lessons about leaving a legacy for the next generation that follows.

Here's a few lessons that have encouraged us along the way:

1) **you can't give away, what you yourself don't possess** – Giving away one of your MGs to a son, grandson, family member or friend is an expression of your love for them. You give it because you want them to benefit and enjoy those very things that have benefited you and brought joy to your life. So, in this simple way, you *give what you yourself possess*. **Likewise in life**, giving away **what you've learned and possess** about God, about life's *ups and downs*, about family, about friendships, about associations with people who have common interests, hobbies, and goals **will benefit the next generation**. Essentially, you and I want to **pass on those things we value most!** Those who *listen and receive* the valuable life lessons learned, **will not only benefit from them; but also, will be forever grateful!**

2) **You can choose to be grateful, even when faced with the unexpected and uncertain.** – Taking on an MG project comes with discovering unexpected challenges, costs, and commitments. The "Shark" project was no different. We discovered more body work to be done than expected. Oh well! Our choice was to be complainers about the project; or to be grateful to have a project! We chose the latter! **In everything give thanks!**

So, we've pressed on with gratitude toward the completion of this "Shark" project. **Likewise in life**, in the 2020 and 2021 years, all of us were faced with unexpected challenges that impacted life as we've know it. Oh well! Our choice was to learn from this unexpected experience and pass on those lessons to the next generation!

One lesson we learned in 2020-2021 was to choose a "*gratitude attitude*" even in the face of uncertainty. Not easy; but we were encouraged that our PMGR car club encouraged each other to be supportive and grateful even when we had to say "good bye" to those we lost to COVID, health reversals, and other real life challenges. May the next generation learn from our generation that choosing a "*gratitude attitude*" toward God and toward one

another **will help them navigate life into the next years that follow!**

Oh, by the way, I am that dad/grandfather who chose to **leave a legacy** for the next generation.

That legacy involves a love for God, love for family, love for country, love for serving people in need of encouragement and hope, **and love for British cars!** Why? You may ask. Because each of those five elements have brought great joy to our lives for which we are eternally grateful to God!

So, **it's with a heart of gratitude** for these, and for the PMGR club to which we belong, **that Joyce and I wish you a Happy Thanksgiving season!**



We are thankful to be a part of this MG car club! **Thank you** for letting us share our MG experience with you! Please **stay well!** And, **Safety, Fast! Call, text, or email us as needed. We're here to serve and listen to your life stories! Love to hear from you!**



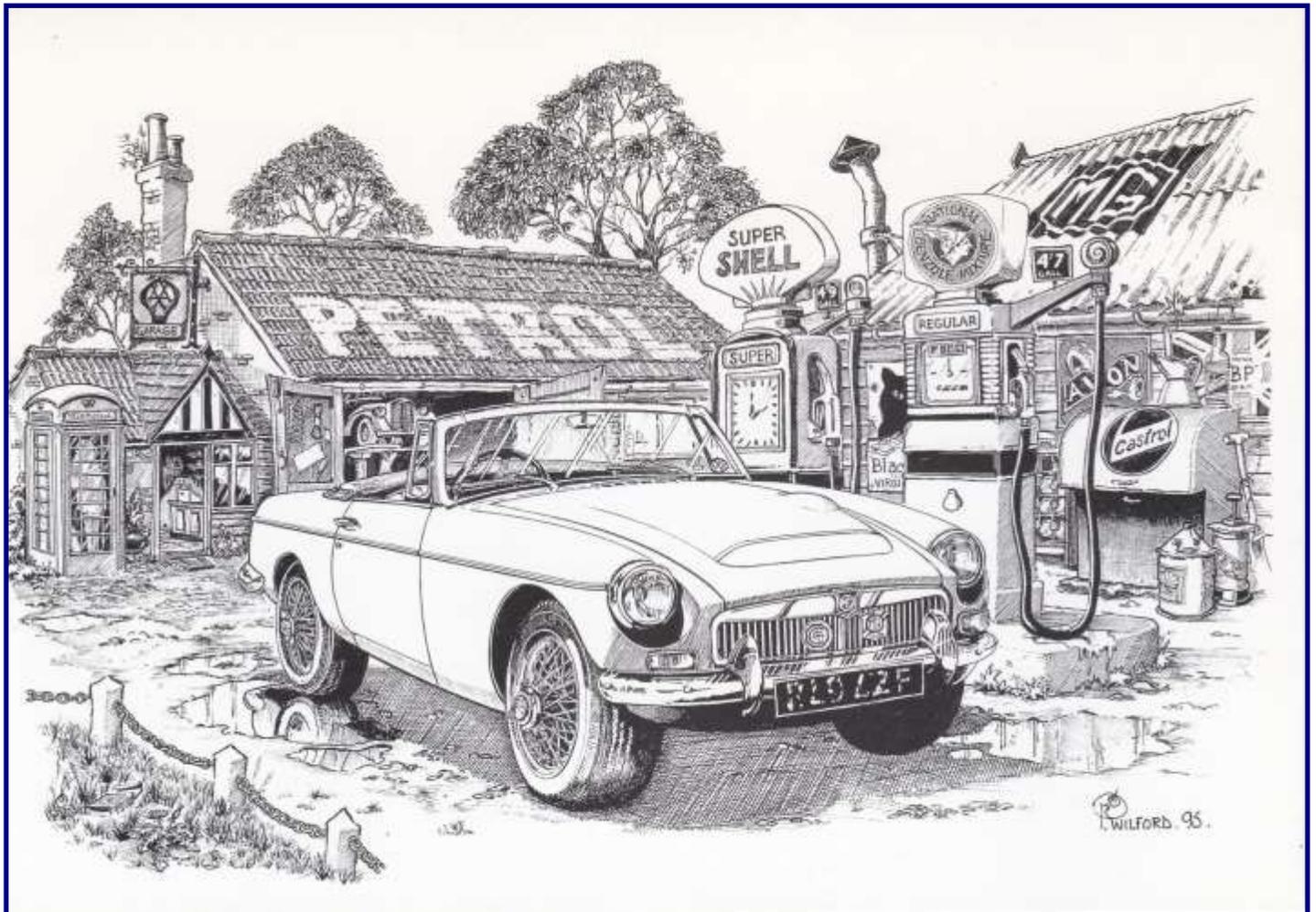
Rev. Manuel & Joyce Diaz

Contact Information: (813/390-3721/323-7592)
mdiaz@mccullaghandscott.com



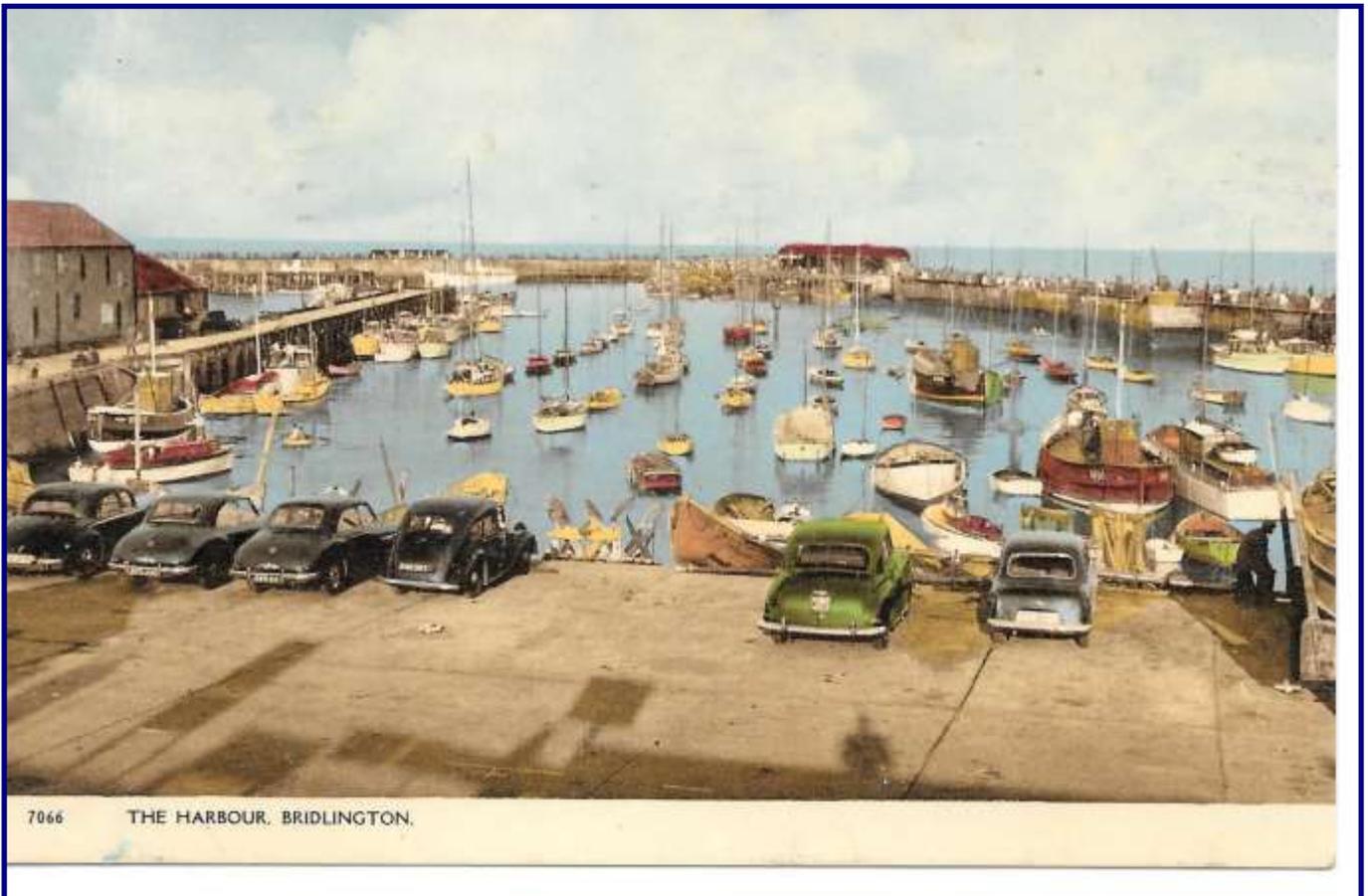
A Greeting Card from Reinout

This drawing of an MGC at an old gas station is by artist Pete Wilford. The very well proportioned MGC appears maybe a hair too big for the pumps and the shop and phone booth in the background, but the details are fantastic. The card was produced by the UK based MGC Register and sponsored by the Bromsgrove MG Centre (which, I think, no longer exists). I sent the card to my Dutch MGC friend Rob Weijers in December of last year, shortly before he sadly passed away. Rob loved his MGC.



A Postcard from Karel

Two MG Zs (ZA or ZB, can't tell) in the harbor of Bridlington, Yorkshire. Although the ZA and ZB were built from 1953 to 1958, Karel's postcard was postmarked in 1962. The license plates of the MGs are NYG200 and OWW44.



A Postcard from Art

What, another postcard, don't we already have a post card from Karel and greetings card from Reinout? The answer is yes, yes, and yes. The postcard from Art however is just once, no series, and with a special reason. Allow me to explain.

In the registration and vendor room at MG International in Atlantic City was a display of MG Club grill badges on two, large, octagonal boards. There must have been close to a 100 badges on each one. They are a collection of MG aficionado and collector Art Lewis from Michigan. It didn't take long for my phone to alert me of a message from Aviva, our president, who had noticed that there was no Peachtree MG Registry badge on the boards. Could I do something about that? Luckily I know Art from many national conventions and University Motors Summer Parties. I ran into Art a couple of times while we were in Atlantic City. We talked about old memories, MG memorabilia, cars, future events, and collecting. Art also explained how he sometimes has to jump through hoops to acquire a club badge. But Art is a dedicated man and even when he had to join a club, become a member and pay dues, in order to be able to buy some of the badges, he did it. When he was telling that, I thought "not with our Peachtree MG Registry" and it seemed appropriate to extend him some Southern Hospitality and give him a Peachtree MG Registry badge for his collection. A win-win thing as Art gets a new piece and the PMGR is now visible and gets publicity whenever and wherever Art displays his collection. I sent Art a badge when we returned home and after a while he sent me these photos of his collection. Notice our badge in the lower right-hand corner of the board on the right. And a few days later this nice postcard came in the mail. Special for two reasons. First the car on the card is a NB Airline Coupe. Airline Coupes were one of the featured MG models at MG International. And secondly, it is a card that I don't have in my collection yet, which makes the win-win into a win-win-win.

Thanks Art and AvivA for making everybody MG Happy.



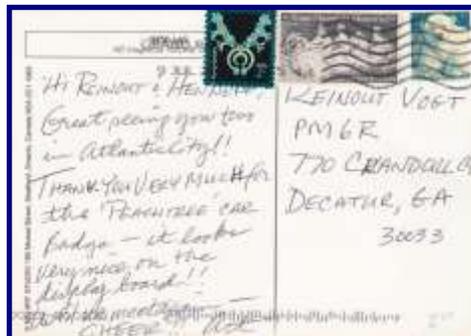
Aviva's text message in Atlantic City



Art's collection of MG Club grill badges, with the PMGR badge in the lower righthand corner



The NB Airline Coupe, one of the featured MG models at MG International 2021



The backside of Art's card.

Tech



This will not be a tech article this time but a story; and I am sorry to say, not a short story. This story has taken 47 years to be written. It begins around January 1973 when I first opened my shop in Marietta, Ga. It was in the basement of Foreign Auto Parts of Marietta. I had no drive-in door until I cut one thru the block wall. There

was electricity but no running water or phone line. The parts store above me let me use one of their reserved phone numbers for my bushiness.

If I had a customer call me, they yelled thru a hole in the floor for me to come upstairs and use their phones. There were no inside stairs; I had to run around outside the building. One day, they called thru the hole that they had a customer for me, so I ran upstairs and thru their rear door. Making my way thru the parts shelves, I kept looking for the customer at the front counter.

When I reached the counter, I was thinking they were pulling my leg just to harass me. I asked, "where is he" (I just assumed it was a he) and I heard a high pitched voice say "I'm down here". Looking over the high counter (about 4' high), there was a very short black man holding a metal rod in his hand. I asked if I could help him and what was his problem.

He shook the rod at me and said his clutch didn't work. That was his pedal extension for his clutch. It had broken free when he was trying to leave work at Lockheed in Marietta about 2 miles from the parts store; this was a long walk for someone only 44" tall.

I gathered some tools and drove him to the Lock-

heed parking lot where his car was sitting. I was able to temporarily reattach the rod and he drove the car to my shop. I then gave him a ride home and returned to the shop to make permanent repairs. The next day he came by taxi to get his car. My very first money paying customer left very happy.

That pedal lasted for 47 years and over 900,000 miles. It breaks my heart to say, it will no longer be needed. My very first customer and good friend, Oscar Ellison, passed away on July 25th, 2021.

Oscar Ellison would bring his car anytime he perceived it to have a problem and he was put to the front of all other customers as that big Healey 3000 was his only transportation. He drove it in 100 degree weather never putting the top or passenger window down. He drove it thru snow and ice. And he drove it hard. He was once warned by the Smyrna Traffic Court judge, who got to know Oscar, that if he saw him in his court one more time, he would take away his license. Oscar liked to speed!

Over the 47 years we became pretty good friends and he told us many stories of his life. I would like to write a few here, it will make me feel better over his loss. It will definitely put a smile or two on my face as I remember them, if one can smile thru a few tears.

These may not all be in the order in which they occurred, but it will not matter much. Let me give you a little history about Oscar. He spent his life living with his sister, normal size, as neither married. She, to take care of him, and he because he was a mid-giet and there weren't many others that he knew. According to Oscar, he never dated but studied. He was a drum major in high school and acquired a couple of college degrees over his early life. I would have liked to see Oscar marching and beating a big drum.

Continued on the next page

His car stories began in late '58 or early '59 when he bought a Bugeye Sprite and drove across the country to California, up to Washington State and back across thru Michigan and back to Atlanta. Now try to imagine a short black man driving around the country back in the 60s. Unfortunately, his engine had a major failure somewhere in Texas on his way across to Cal. and he had to have an overhaul.

It did not stop him, it only slowed him down and not just the time it took for the repairs. His entire trip took a little longer because the rebuild was crappy. He had to carry a case of oil with him and stop every 150 to 200 miles to add a quart to the engine. Have any of you ever lifted the bonnet of a Bugeye? Picture him doing it.

He traded in the Bugeye for a Jaguar XKE, and not just any XKE. His was the first XKE in Georgia as it was the Atlanta dealers first demo model. He bought it at the end of 61 when they got their 62-demo delivered. He then drove this car until 1968. He never discussed his time driving the Jag. But, in 1968, he fell in love with a 1967 Austin Healey 3000 that only had 12,000 miles on it.

He backed the Black Jag thru the gate at his home and closed the gate. The car has never moved an inch since that time. It sat in his back yard, with a factory hardtop for protection until his passing. Sadly, the fate of this car is unknown. It was the Healey that allowed me to meet Oscar.

During the years I worked on his cars, he would tell me stories. At some time, he never gave dates, he knew the owners of the Gold Club strip club. There was a new fad going around bars at the time, so they wrapped him in a Velcro suit and threw him against a wall to try dwarf tossing. Oscar did not like it. They then took him to Lakewood Fairgrounds; strapped him on a horse; and slapped the horse's ass. They thought he would make a great light weight jockey. Oscar did not like that either. End of that relationship.

His first job at Lockheed was as an inspector for fuel tanks in planes. Fuel tanks are the inside of wings and Lockheed used to employ a number of midgets for

this job as they had to wind their way thru the inside wing structure to check to see if tanks were properly sealed and the assembly was all done correctly. One day, and it turned out to be one of his last as an inspector, they all went to lunch.

Unfortunately, Oscar was still inside a wing and missed the lunch bell. When everyone else went to lunch, they shut off the lights and air supply inside the wings. Oscar was still deep inside the wing and had to wait until they all returned and restored power and air. He changed jobs soon after that day. He moved over to engineering where he worked his way up to a high administrative position by retirement age.

Having not wasted his time dating in school, he studied things. He found a passion for everything mechanical and sparkly. He could carry on a very intelligent conversation on so many topics; guns, cameras, jewelry, cars, planes (of course), animals (especially dogs) and just about anything you wanted to talk about. He began visiting pawn shops and he knew them all in the Atlanta area. And they knew him.

He bought almost anything in jewelry or guns they had to sell. He collected it all. He probably had one of the largest watch collections in the state. He wore gold necklaces that you would feel safe using as a chain to lock up your bike. His rings had a special clay like packing in them, so they fit his small fingers. He always had several little zip lock bags of jewelry under his cap or in his pockets when he came by the shop.

Lockheed would not let employees sell anything on the property, not even Girl Scout cookies! But they let Oscar sell his jewelry to the employees who knew him. I bought most of Patty's stuff from him and I bought some of my guns from him. He was one of the most honest and trustworthy people I ever knew. I could show him a sketch of something I wanted to get Patty and if he did not have it, he would get it made for me.

My father left me a rather rare and unique gold wristwatch. Unfortunately, it did not work. I handed it to Oscar and asked if he knew someone to fix it. He

sent it to New York and returned a perfectly working watch that still keeps great time today. When my mother passed away, she left me a ring that I had told her I was going to convert into a tie tac. I received it just before Christmas.

Well, have any of you ever seen me with a tie? No. I gave Oscar the ring to resize for Patty. And that Christmas, I got several ties. She got a big old diamond ring. But I trusted Oscar with it without question.

And I guess you could say he trusted me as well. After all, I kept his car running safely and his brakes working as they should. It was a mutual trust. This is not to say the Healey always ran perfectly. It was British after all. In the years I knew Oscar, I built his engine three times and put in a used short block once.

After I built the engine the first time, 300,000 later it was tired and needed a refresh. Not wanting to spend so much, Oscar had me get a used short block and freshen it with rings and bearings. Bad idea. It only lasted about 70,000 miles before it was too tired. I was able to get his original block back and did a full rebuild. This one lasted about another 300,000 miles. The next rebuild, Oscar did not bother trying to save money and had me do it right.

For the first and I dare say the last time, I used chrome plated rings. Oscar would come by and bitch that it was burning oil at least once a week. I kept telling him the rings had not seated so be patient. After 30,000 or so miles, he came by and said it stopped using oil. Oscar kept a close eye on what was going on under his hood. To open it, he had to stand on his bumper and lift. It was quite a bit of work for him, but he did it to keep the old Healey running.

Once, he came into the shop with a badly dented trunk lid. Seems someone did not stop as good as Oscar. We pulled the lid and replaced it with a good used one we painted black to match his car. He picked the car up on a Thursday. The following Monday, it was towed back to the shop with the new trunk lid being the only body panel not bent. He was crushed on an interstate exit between the concrete wall on the right and a huge SUV on the left.

Uninjured, Oscar knew we could fix it. And we did get it repaired. However, it took several months. His in-

surance company would supply him with a rental car but for only 90 days and that was not enough time. We offered to rent him a MGB and fix the pedals and seat so he could drive it. Our charge was \$15 per day. His insurance company balked at the price and said they could get a discount from Enterprise, so we told them to go get it.

Only problem was they needed to get him a car with long pedal extensions and seat cushions. They said Enterprise could not do that and we said we could, for \$15 per day. He rented our MGB. We had the MG because we were fixing it to sell so we told Oscar, give us \$1,200 dollars and the rental fee and the car was his. Oscar now owned a 1975 MGB, whose fate is unknown.

One time, he drove the Healey into the shop with a bad vibration. His right front wheel had hit a brake shoe thrown from a tractor trailer on I-285. The rim of the wire wheel was bent into the center hub in a V shape. The tube was fully exposed, it had not popped. And he drove it about 10 miles like that. Several cars were towed away from the damage, but the Healey drove away.

Another time while he was driving on a 4-lane road, the car on his right stopped to let someone trying to pull out of a shopping center on the right side of the road cross in front. Unfortunately, that driver did not see Oscar's Healey next to the polite car that had stopped. Oscar "T" boned the driver's door of a small pickup truck. As the truck's door was jammed shut, the driver climbed out his passenger side. At the same time, Oscar climbed out his door and was walking to look at the damage.

Upon seeing Oscar, the driver of the truck almost fainted in the road thinking he had cut off Oscar's legs. Oscar had to support him until he regained his composure. This was a minor repair for the Healey.

That big black Healey went thru a lot with Oscar. Totaled twice and several minor wrecks, three engine overhauls and one used engine, one transmission rebuild and one differential rebuild, three new interiors and at least 3 convertible tops. In all that time doing the repairs and maintenance, I drove the car only one time.

Continued on the next page

After my first engine rebuild, I removed the pedal extensions to test drive my work. From that point, I trusted Oscar's knowledge of the car to let me know if something was wrong. He would come by the shop complaining of a new noise so I would get in the passenger seat and off we went. The front shroud and bonnet would shake, the exhaust vibrating against the chassis and there were so many other noises I had to ask him which noise was new and he could pick it out, evening doing close to 90 on 285.

He would pull down the on ramps so fast it scared the crap out of me. He hit the interstate doing over 80 and zipped across to the fast lane, never looking behind him. He knew he was faster than anything on the roadway coming up; he only cared that he did not run into a car in front of him.

Once on Friday, December 24th, I had a customer I did not trust give me a sizeable check for payment. It was on a C&S bank. The closest one was down near Greenbriar Mall about 13 miles from my shop. The time was 15 minutes to 5:00 and they closed right at 5. Oscar said he could get me there in time. Not thinking correctly, I got in his Healey and off we went.

They closed the door in my face at 5 o'clock on the dot and would not let me in. From my shop outside I-285 on Atlanta Rd to the C&S next to Greenbriar in less than 15 minutes in Christmas Eve traffic, 13 miles, was the scariest ride of my life. He was passing cars; weaving in and out of traffic like a NASCAR driver at Daytona. He was as calm as could be but I was a nervous wreck promising the Lord I would never ride with him again if he let us survive.

While working at Lockheed, Oscar would park in the massive parking lot and walk to his building. He never had a handicap sticker as he did not see himself as being handicapped. But, one day walking thru the lot, he was hit by a car backing out of a spot as they could not see him. He was too short. Lockheed, fearing he could be seriously injured made him get a handicap spot next to the building.

At one point, after I had closed the Atlanta Road shop, I was working on the Healey out in Villa Rica. Oscar had driven it home from one of his pawn

shop hunting trips and noticed a small fire under the car. He thought it was the exhaust that caught dry grass ablaze. So, he pulled out his hose and shot water under the car. Turned out it was a gas fire from a leaky carb and he spread the flames under the passenger compartment.

Flames caught the old carpet on fire thru the rust holes he never let us fix and burned the car from the trunk forward. Crispy. The fire department pried open the hood to put out the flames and really bent it and the shroud with their crow bars. Of course, Oscar wanted the car repaired.

I tried to convince him it was helpless and should not be done. Oscar disagreed and repairs were started. The engine and trans were removed and had all seals and gaskets replaced. A new wiring harness, all new or rebuilt hydraulics and another new interior and top were installed. The body work was the hardest part. Seems the last body shop to fix the car had done terrible work covered with at least an inch of Bondo in places.

They had riveted two turn signal lights to an incorrect shroud (his Healey had four lights on the front for parking and turn signals) where the earlier shroud had only two. They were flared in with Bondo. Other areas, where they did what is called "chicken shit" welding was covered with lots of Bondo. We fixed the car as best as we could. We did not replace the front shroud but in hindsight, it might have been easier. The shroud is aluminum and the fenders steel. They both had been wrinkled over the years and beat and stretched back into shape. Those pieces of the car were tired and did not want to cooperate.

After several attempts, things looked pretty good and we finally painted the car. The engine was painted pretty and installed. The car actually looked very good. It looked new under the hood and the interior was as nice as original. Then Oscar decided he wanted a hard top for the car. After all those years?

We discussed several brands and he picked what he thought he would like. When it came in, we painted it to match the car and installed it. The first words out of Oscar upon seeing the finished car was "That

Continued on the next page

is the ugliest ass top I have ever seen". He obviously did not like it. I offered to cut in some rear side windows and made several paper patterns but he choose to leave it as is.

All during this rebuild, I would almost beg Oscar to get a better car, something newer with good heat and AC. I even told him his sister would prefer to ride in something nicer and more comfortable than an old Healey. His friend who brought him out to the shop pulled me aside and informed me his sister had passed away several months prior. Foot in my mouth I apologized to Oscar as I had not known she had passed.

Oscar took the car and drove it home happy to be back in his old familiar seat. The car purring like it used to do, running strong and fast. A few months later, he started to complain the he could not get it to stay in reverse, it popped out of gear. Testing the trans, I found it to be working just fine.

The problem was the driver. He had aged and grown some weaker and his forward seating position would not allow him to fully engage reverse. I said I could put a bungee cord on it but he would not be able to get it our of reverse. A compromise was he would

only park the car where he did not need reverse.

I was finally able to convince him to buy my Honda S2000. I could not take it to the mountain home we had built but he would surely love the car. I made pedal extensions using the Honda pedals and put a boat seat on the factory seat and this was the first car in which he could use the seat belts. The Healey's belts had been used to hold his phone book seat in place.

That was in about 2007. I only saw Oscar a few times after that as the Honda needed very little work. We put a cold air induction box on it and changed oil several times. When I moved to Talking Rock, we only talked on the phone. The fate of the S2000 is unknown.

Oscar was found dead in his home, alone. They are not sure what killed him or exactly when he died. He was buried on September 16th, 2021. Oscar may have been short in height but was a giant among men. May he rest in peace and forever be driving a convertible in heaven. I miss you, Oscar.

Barry Rosenberg
British Car Service
770-689-7573

On the next page, you will find an invitation for a tech session, organized by Barry Rosenberg and Abe Cheij. It will be at Barry's new place in Jasper, GA and will mark the return of the in-person tech session of the Peachtree MG Registry. After a year and a half of Zoom tech sessions, it will be great to gather in person again for tire kicking, bench racing, and learning about DIY projects for our MGs. See the details in the invitation and also about the post tech session grilling and charity fund raising that are planned for that day.

I am going to look into recording the session so it can be followed on Zoom by those not able to attend, and put on our YouTube channel for viewing later at your convenience.

And, with driving events probably slowing down a bit for the coming winter months, we are planning a couple more tech sessions. Before the pandemic induced pause of in-person session we were working on a few ideas: sound and heat insulation, electrical problems and fixes including installing headlight relays, a dyno visit, and V6 and V8 conversions. We also discussed sessions at Ric Cline's business in Shady Dale and a visit to a body shop/painter. If you have a need for any of these topics, and are willing to host or volunteer to make it a reality, please let me know. Also, if you have any other topics that we can tackle in a tech session, feel free to ask or suggest. I know that some members are waiting to install a soft top. I have no experience in that area, but if you have done it successfully and are able to share your expertise, let me know too, and we can maybe realize a session on that topic.

You can reach me by emailing to reinoutvogt@gmail.com or calling 847 342 9804.



November Tech Session

An in-person Tech Session has been arranged for November to benefit the Georgia Mountain Food Bank.

Barry Rosenberg, who has an abundance of knowledge of how our Little British Cars work, has offered his time for a tech session at his house on **November 13th from 9:30 to 11:30**. Lunch will be provided after the tech session - grilled hamburgers, hot dogs, chips and soft drinks. Some of the topics of discussion / instruction for this tech session will include specific things we can do to prepare our cars for the winter, checking and adjusting rear brakes and calibrating torque wrenches. Barry will have a device available for such calibration so please bring your torque wrench with you.

As this is a tech session to raise funds for the GMFB we ask that you bring a minimum donation of \$10 (more is of course appreciated if you are so moved) – all proceeds will go to the GMFB. In addition, you will also want to bring a lawn chair for the lunch after the tech session.

Barry's address: 568 Bent Tree Dr (not in Bent Tree), Jasper GA

Barry's email: britcars@bellsouth.net

Note: Please RSVP to Abe Cheij, apcheij@gmail.com or 770-825-3427 on or before November 10th if you will be attending so that we can ensure we have the proper amount of food available. Additionally, if there is a specific topic you would like Barry to address (time permitting) please let us know that in advance.

Wire Wheel Knock-offs

Owners of MGs with wire wheels have long searched for tools and ideas to tighten/loosen the knock-offs, without damaging the chrome and eventually the knock-off itself.

The octagonal nuts are not so much the problem. The



original factory tool, which is readily available from the well known suppliers works very well and keeps damage to the chrome to a minimum.

And if you hit the tool too hard with the hammer, you damage its handle but the tool can easily be replaced as needed. There is also longer version, that allows enough leverage to tighten/loosen the octagonal nuts without a hammer



I tried these myself and found them unsatisfactory as flex in the long handle limits the torque that could be applied, even in the improved, reinforced, version.

It is the winged knock-offs that are the concern. Suppliers have come up with a variety of hammers: nylon, brass, hide, and even lead. None of these are ideal and will sooner or later still cause damage to the chrome on the two wings, or ears, of the knock-off. Although I haven't used the wooden protector, I heard that is easily breaks and doesn't really work all that well either.



The June 2021 issue of MG Driver, the North American MGB Register magazine, published an article about a tool developed and manufactured by knockoffspinner-tool.com. It consists of an adapter with a protective liner and a 1 1/4"



socket (1/2" drive) which can be tightened/loosened with a long breaker bar or torque wrench. I have no experience with the tool but it looks very promising. But it comes with at a cost of almost \$300. Maybe only a fraction of the total cost of the restoration of your MG, but still a stiff price.

At MG International 2021 in Atlantic City, Abe Cheij picked up a most promising tool called UNDO-STICK, developed and made by Tom Brobst.



Of all the tools I've seen, this one appears to be the most suitable. It

touches the chromed wings only with the nylon rollers and it is long enough to apply a lot of torque. Abe has used it several times and likes it a lot. I don't know if it is available from an online store, but the attached flyer, with features and photo, lists a phone number an email address to contact.

When I discussed the topic with Glenn Lenhard of Glenn's MG and British Car Repair in St. Petersburg, FL, he mentioned that no tool, works as well as a hammer. And I fully agree because only a few blows of a hammer are tightening the knock-off well enough for safe high-speed driving, braking, and cornering. And even the tightest knock-off can be loosened with a big enough hammer, never fails. Glenn uses lead hammers in his shop



But, as he warned, a lead hammer has only a limited life span and will eventually deform and create sharp edges that it will still damage the winged knock-off, and needs to be replaced regularly. Of course, Glenn uses them professionally and a lot more often than we would with personal use. It may take a while be-

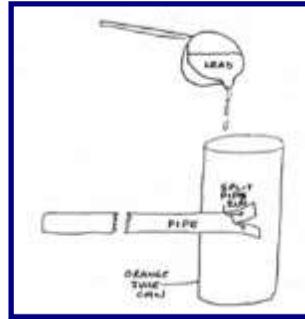
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fore you wear out a lead hammer in your garage at home, but if you do, I recommend that you take a good look at the UNDO-STICK. Or, you can make your own replacement lead hammer.

While I was going through a stack of old issues of MGA!, the magazine of the North American MGA Register, I came across a 1990 article that described melting and pouring a lead hammer. It really doesn't look very difficult and it sounds like a cool idea to recycle the one lead hammer you have instead of buying a new one every time you need to replace it.

This last photo shows the idea and the instructions



are: You can easily construct [a lead hammer] of the proper size using a cardboard orange juice can. Insert a pipe handle into the side of an empty can, making sure to spread the end of the pipe to prevent the lead from falling off. Fill the can

with molten lead (three to four pounds) that can be bought at a body shop supply, or melt down wheel weights. When the lead cools, peel off the cardboard, and there's your hammer. Good luck!

MGs in James Bond Movies

Mike Cook's quiz at the October meeting of the Peachtree MG Registry featured all James Bond movie related trivia. After Mike gave us the correct answers, a discussion about James Bond cars, and MGs (or the lack thereof) in the movies evolved and I mentioned that I have two 43rd scale models of MGs that appeared, albeit not with 007 himself, in his movies; a TD and an MGB. Well I was wrong on two counts.

First the TD, which was the first Bond themed model I found several years ago. I am not a James Bond movie expert and never really looked up the specifics of the model. However, I always found that it was quite a bad model. It looks like an MG TD, but the proportions are just off a little bit off in every dimension. By itself not uncommon in model collecting as many older and/or cheaper models are not very accurate. Maybe because the technology to make them better is too expensive for low cost toy companies, maybe to avoid copyright and brand issues. After I came home from the meeting I took a closer look and with the help of Google and multiple James Bond related websites I found out that I was wrong and that the model is not a MG TD but a LP Lafer, a Brazilian built MG TD look-alike based on a VW beetle drive train. In Moonraker, Manuela, a stylish M16 agent in Rio de Janeiro, Brazil drives one and the model in my show case is probably a very accurate representation of the LP Lafer.

There is also an MGB in that series of James Bond cars. It was driven by Mary Goodnight in The Man with The Golden Gun. She picks 007 up from the airport in Hong Kong and drives him to his hotel in her orange chrome bumper MGB. So, although Bond didn't drive the MGB himself, he did have a ride in it... wrong again.

Both models are part of a series of well over a hundred James Bond movie cars by toymaker Universal Hobbies, later IXO and are easily available on eBay and Amazon for \$20-40. They come in a clear plastic case with a panoramic back ground. The MGB is number 19 and the LP Lafer is number 50 in the series.





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