



The Registry

November 2022

Peachtree MG Registry

The official monthly publication of the Peachtree MG Registry,



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Welcome New Members:

Don Crocker

Eduardo Angel

Ian Henderson

Reach us by phone:

(866) 279-9728

Check out our PMGR "YouTube" Channel
and Subscribe

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

Editor's Note:

Read Important Club information on the
last page of this newsletter.



President's Message

Blake Aasgaard

Hello PMGR Members!

Firstly, I must say I believe that this, the Fall..., the season of bounty and thanks, must be the year's grandest of time, in that it seems to have been so carefully fashioned, expressly for those few so fortunate to drive the sprightly MG.

We mustn't miss a moment, to allow our mounts the first full breaths of the crisp, clean air, allowing them their very most fundamental purpose, in the coursing of open roadways, and resonating amongst these glorious environs we are so fortunate to call our part of the country.

This is our time; and not one of us knows just how many grains of sand are left in our hourglasses. Explore our calendar of events. Get in your wonderful little cars..., and go.

Right; so back to business! The November Membership meeting is when we nail down as many plans as possible for the following year. It's a big one, so make sure you come if you can, and bring your ideas!

And for this November meeting, our incoming president, Erich Starzinger and I, have found an alternative location for our meetings which we believe you may like, and is a bit more central on the map. We've sampled the fare and remain quite pleased!

Here's the info:

<https://www.northrivertavern.com/>

Bring your ideas!!

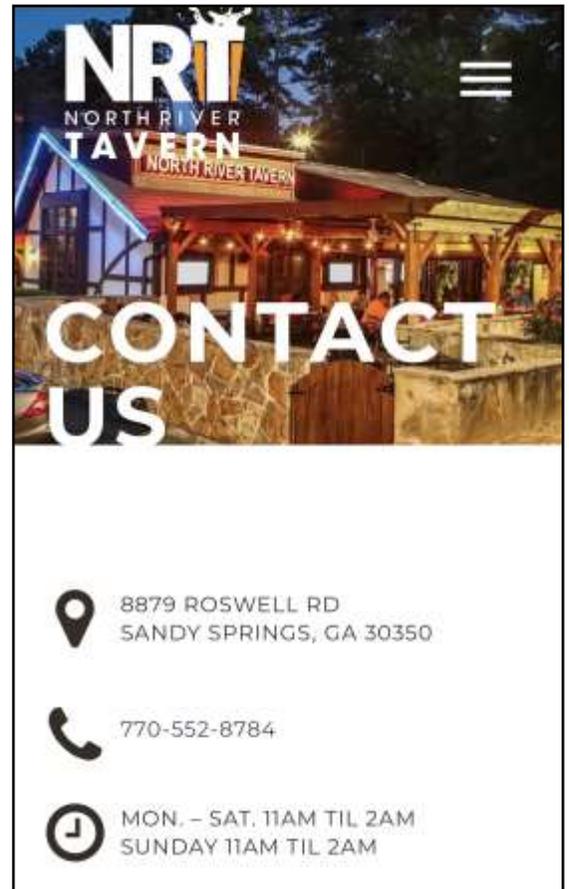
Blake

Membership Meeting

Sunday, November 13

5:00 PM Social/Food

6:00 PM Meeting





Vice President's Message

Hi folks,

Here's an update on the Holiday Party at the Atlanta Motorsports Park. It will be \$25 a person this year. The menu will be brisket, pulled pork, a vegetarian entree, vegetables, holiday themed deserts and sweet tea. We will also be doing track touring - even in the rain last year it was a blast! If you've never had the chance to get a driver's eye view of a world-class road course, now's your opportunity.

And a reminder, please use the link on our website to the Atlanta Community Food Bank and make a donation. As we all well know, the prices at the supermarket are going up and up, and it keeps getting harder and harder for families not as well off as we are to keep food on the table so, please give generously!

Safety fast,
Erich Starzinger



November 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 ORF	3	4	5
6	7	8 Election Day!	9	10	11 Veteran's Day	12
13 Members Meeting North River Tavern	14	15	16	17	18	19
20	21	22	23	24 Thanksgiving	25	26
27	28	29	30			

Upcoming

Did you know?

You can download the Peachtreemg website to your phone!

Go to either the App Store (ios) or the Play Store (android) on your phone and look for the **Wild Apricot App**. Pick the "Member App" and download it to your phone. Then sign in with your Peachtreemg website username and password. Soooooo easy.

Now you can have all the calendar items and the Peachtreemg contacts with you at all times.

[British Invasion Car Show & Festival](#) on **Nov 18** at The Waterfront Inn, 1105 Lake Shore Dr, Lake Sumter Landing, The Villages, FL, USA

[Carolina British Classic XV](#) on **Apr 01** at Historic Columbia Speed Way, Columbia, SC, USA

**MG 2023-Calgary, AB,
July 17-20, 2023
Registration will open soon.
www.mg2023.org**

The Peachtree
Trailer



Birthday Celebrations

November

Walter	Cheatham	11/03
Abraham	Cheij	11/23
Gilbert	DuPre	11/23
Michael	Fraser	11/02
Melvin	Harper	11/21
Stephen	Johnston	11/22
Scott	Jolliff	11/08
Jeff	Jones	11/09
Glenn	Lenhard	11/08
Mona	Mayfield	11/25
Wayne	Melton	11/26
Erich	Starzinger	11/20
John	Tansy	11/05
Tyler	Webb	11/26
Cheryl	Barton	11/01
Pamela	Ernst	11/05
Carol	Franklin	11/16
Rachel	Galloway	11/24
Shirley	Jackson	11/17
Nancy	KinKade	11/28
Rebecca	Melton	11/21
Debra	Nadelhoffer	11/12

December

Melissa	Bosso	12/13
Mary	Braswell	12/05
Paul	Bresnan	12/28
Judson	Chapin	12/03
Heidi	Cohen	12/24
Dennis	Crissey	12/13
Melanie	Curtis	12/14
Brittany	Franklin	12/09
Manny	Gil	12/14
Jan	Golden	12/17
Lee	Henderson	12/31
Marianna	Hill	12/25
Michael	Holmes	12/13
Peggy	Horansky	12/01
Judith	Human	12/03
Larry	Ice	12/09
Kent	Jackson	12/18
Marion	Kriwanek	12/14
Sheila	Macolino	12/05
Carl	McKinney	12/12
Jane	Miller	12/17
William	Moon	12/27
Sondra	Neuburger	12/12
Phil	O'Brien	12/08
Peter	Pernice	12/04
Ann-Marie	Rubino	12/17
Richard	Springfield	12/27
James	Webb	12/14
William	Wood	12/11



ORF

ORF TOUR—WEDNESDAY *November 2, 2022*

During the ORF on Wednesday November 2, 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! Yes, some of us made this run last year. It was a great route and the beer/food/service at the Hofbrauhaus was great. If the curves and elevation changes listed above are not to your liking, please use your GPS for a more direct route and meet us at the Hofbrauhaus for lunch!!!

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 – 09:45am	Breakfast at Dawsonville IHOP 4117 Dawson Forest Rd E Dawsonville, GA 30534
09:45am- 10:00am	Tire checking, storytelling 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 location for lunch is:

Hofbrauhaus Restaurant and Pub – 9001 N Main St, Helen:

<https://www.hofbrauhaushelenga.net/location/helen/>

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

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

Please advise no later than Friday, November 11, 2022!!

Dragon – Eyes!!!!!!!

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 (Cavender Creek Baptist Church) 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 (Wolf Pen Gap Rd)	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 (Russell Scenic HWY) for	14.0 miles
LEFT onto GA 75 Alt S	2.3 miles
RIGHT onto GA17 S/GA75S/Unicoi Turnpike/ N Main St	1.0 miles

Lunch: The Hofbrauhaus Restaurant & Pub

9001 N Main St

Restaurant is on the right, but park on the LEFT across the street in the Schautzie's Café parking lot and use crosswalk to cross the street to Hofbrauhaus!

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

Head north on GA17 N/GA75N/N Main St/Unicoi Turnpike for	11.4 miles
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

Welcome back to the Dawsonville IHOP!!!!

News



Melon Doris and her husband, Ken, with their 1962 MG in Beaufort, S.C.

DANIEL ROA FOR THE WALL STREET JOURNAL

[MY RIDE](#)

Her Classic Roadster Languished for Decades. Now She Hits the Road in Style.

Melon Doris got the 1962 MG back on the road, and has taken it as far as Colorado and Canada; ‘Wherever it goes, it draws a crowd.’

By A.J. Baime

Oct. 8, 2022 10:00 am ET

Melon Doris, 73, an architectural designer living in Beaufort, S.C., on her 1962 MG MGA 1600 Mk II, as told to A.J. Baime.

In 1968, I graduated from the Fashion Institute of Technology in New York. I always loved cars, even though no one in my family knew anything about them. My boyfriend, Ken, had a 1956 Chevy Bel Air (he ran out of gas in this car on our first date), and when he graduated college, he bought a 1967 Corvette. He taught me to drive in that car. I was living in Brooklyn, and I needed a car to get to my first job on Long Island.

I saved like crazy. Ken found my MGA in a post on the bulletin board at his employer. I turned over \$800, he bought the car, and he spent about a month compounding the dimpled paint. I have a photo of myself sitting in the car in his parents’ driveway, in Hicksville, Long Island, the day I picked it up in 1968, which was the year before Ken and I were married.

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Ms. Doris paid \$800 for the 1962 MG more than 50 years ago.
PHOTO: DANIEL ROA FOR THE WALL STREET JOURNAL



MG, an English car company, built the MGA model from 1955 to 1962.

PHOTO: DANIEL ROA FOR THE WALL STREET JOURNAL

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That little roadster [referring to a two-seat, open-top car] was my daily driver for six years. In the winter, sometimes the engine wouldn't start, and I would have to roll it and pop the clutch to get it going. The car had no air conditioning, no radio—it was very rudimentary. The “A” model was built by MG in England, from 1955 to 1962. [The brand still exists today.]

As I got older, the thought of a real heater won me over and I bought a 1973 Chevy Nova. We pushed the MGA into the garage, as it needed repairs and wouldn't pass inspection. And that is where it stayed. Our son and daughter would get in it in the garage and go on imaginary road trips.



The vehicle's luggage rack sits atop the MG logo. PHOTO: DANIEL ROA FOR THE WALL STREET JOURNAL



Ms. Doris and her husband have driven the car as far north as Nova Scotia and as far west as Colorado. PHOTO: DANIEL ROA FOR THE WALL STREET JOURNAL

Then, one snowy day, our son (who had recently graduated college) said, “Mom, Dad, when you are...uh... gone, what should we do with the MGA?” That is when Ken and I decided to restore the car. It had been sitting for over 30 years; the tires were deflated and fused to the floor of the garage. Ken is an engineer and he could fix everything on the car. I worked a lot on the interior. It took about a year.

At one point, we went to Abingdon, England, where the car was built. There are records there, and we got the formula for the original paint—Old English White—so we could have the car painted just as it was when it left the factory.



The 1962 MG's interior has seen extensive restoration. PHOTO: DANIEL ROA FOR THE WALL STREET JOURNAL



The car's steering wheel and instrument panel. PHOTO: DANIEL ROA FOR THE WALL STREET JOURNAL



'It's a speedy little thing,' Ms. Doris says of her MG. 'Wherever it goes, it draws a crowd.' PHOTO: DANIEL ROA FOR THE WALL STREET JOURNAL

We started taking trips in the MGA in 2005. We have been as far north as Cape Breton Island in Nova Scotia. I have driven it all the way to Key West. Just weeks ago, we drove the car to Colorado and back, with a sign on the car's rear reading "Colorado or bust!" But it was our trip to Savannah, Ga., with an MGA club, that changed our lives. As lifelong Northeasterners, we fell in love with the south. In 2015, we moved to South Carolina where we could drive the MGA all year long. I drive it nearly every day. I often think that once you fall in love with a car you have an invisible tattoo that can only be seen by people who love a car, or cars, as you do. Some of our most treasured friends are in the MGA family. When our daughter asked to use the MGA to drive away from her wedding ceremony in 2014, I knew that this car was a family member that brings joy to us all.



Ken and Melon Doris with a toy version of the MGA, and the real thing behind. PHOTO: DANIEL ROA FOR THE WALL STREET JOURNAL

Write to A.J. Baime at myride@wsj.com.

“Two out of Three Ain’t Bad” – Meatloaf

Jack and Kathy Orkin

There were three events we wanted to attend this fall and, because of their timing, we thought we could make all three. The Renaissance EuroFest in Ridgeland, MS was on September 30 - October 1. Crusin’ the Coast on the MS Gulf Coast ran from October 2 – 8 and the Nashville British Car Club’s show was on Saturday, October 8. Since all 3 events were relatively close together, it should be doable. However, due to some unforeseen construction work at the Nashville venue, they were forced to move to a new venue and to move the date up one week to October 1, which conflicted with the Ridgeland event. So, that event was out, and we were only able to make it to two.

As Meatloaf said, “Two out of three ain’t bad”.

The Renaissance EuroFest is a show for European cars held at the Renaissance at Colony Park, an upscale shopping center, with the cars parked on the sidewalks throughout the facility. It is a judged show and there is no registration fee, but you must send pictures and a description of your vehicle and be accepted. We were accompanied by Abe and Susan Cheij in their 1964 Triumph Herald 2000 (a Herald with a GT6 engine).

On Thursday, September 29 we left home very early so we could get across to the west side of Atlanta before the rush hour traffic. It is hard to believe, but if you go at the right time, you can drive on I-285 and I-20 with very little traffic! We met the Cheijs in Bremen, GA and had breakfast before continuing westward on Hwy. 78. We stopped at Buc-ees in Leeds, AL for a rest stop to fill up with ethanol free gas and to “rest” in bathroom facilities as large as those at Atlanta Hartsfield airport and cleaner than the ones in your home.



We usually stick to back roads in our Midget travels, but from Birmingham, AL to Tupelo, MS we took I-22, which is a lightly traveled Interstate, for part of the way. After lunch in Jasper, AL, we continued to Tupelo, MS where we spent the night.

The next morning was clear, cool, beautiful top-down weather for our drive down the Natchez Trace to Ridgeland. The Trace is a two lane, 50 MPH, Federal parkway that runs from Nashville, TN to Natchez, MS. There are no commercial establishments, big trucks, or billboards on it.

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However, they do have park-maintained restroom facilities scattered along it. We stopped for lunch in Kosciusko, MS, the hometown of



Oprah Winfrey.

https://youtu.be/6WJd4p_7Emk

We arrived in Ridgeland in time for the Friday afternoon road rally for EuroFest participants. As a gesture to the Queen, the British cars led the drive. The guided scenic drive, escorted by police who stopped traffic at every intersection so we could stay together, was to a nice country club/residential development. Once there, we were served lemonade and socialized for awhile before returning on our own. The cars that par-



ticipated in the drive got extra points during the judging the next day.

That evening, we had dinner with my brother and sister-in-law and washed two days of road crud off the cars.

Saturday morning was another gorgeous day and we drove to the Renaissance to place our cars in the assigned spots. Two person judging teams came around early and spent time with each car and owner. This is not a concours event, but they look at different factors, such as overall appearance, the engine compartment and trunk if you have them open, any interesting provenance and, of course, whether you drove it in the rally. They then go tally the votes and early in the afternoon, the awards are presented while the cars are still on display. This



is a nice touch as the public can see who the winners were.

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We came back to our car and were pleasantly surprised to see a ribbon and cup for "Outstanding in Class" on the Midget! The very nice MG TC in front of us won the "Best in Class".

On Sunday, it was time to say good-bye to Abe and Susan. They had to return to Atlanta and we continued to Biloxi, MS for "Crusin' the Coast", a huge cruise-in for all vehicles, that takes place along the entire Mississippi Gulf Coast. More about CTC in future newsletters.

(Interesting Jackson-Atlanta connection: There is always a big Ferrari presence at EuroFest, including cars brought over from Ferrari of Atlanta. The late Ed Wettach of Jackson, MS opened Ferrari South in Jackson and later purchased what is now Ferrari of Atlanta. After Ed passed away, his two sons, Eddie and Webb, continue to run the business and Webb still lives in Jackson.)



Check this video closely and you may see some PMGR members and cars!

https://www.youtube.com/watch?v=fTk8oUhORZs&ab_channel=MerrittFilms

More Photos from Dillard



Red Door Festival Car Show 2022

Held at the Episcopal Church of the Holy Spirit in Cumming, GA

The 3rd annual Red Door Festival All British Car Show held on October 22nd had it all. From familiar marques like Jaguar, MG, Triumph, Mini and Lotus, to lesser seen cars like a Sunbeam, Jensen Healey, Allard or AC Cobra. There was a total of 27 cars on the show field; which is not bad for a show that took a long break after 2014 for on-site construction, landscape restoration and then Covid. We had three people drive to the show from the Southern British Car Club in the Chattanooga area. They said it was a wonderful fall drive down and back and they won several of the top awards. The weather was perfect for a fall car show in North Georgia.

Here are the class award winners:

Jaguar Class

- 1st – David Peck in a Red 1969 XKE
- 2nd - Wayne Melton in a Maroon 1999 XK8
- 3rd – Mark Myers in a blue 2000 XKR

Mini Class

- 1st – Warren Neuburger in a red 1992 Rover Mini

MG-T Series Class

- 1st – Ian O’Shea in a black 1951 MGTD
- 2nd – Scott McAllister in a white 1955 MGTF

MGB Chrome Bumper Class

- 1st – Linton Atkinson in a white 1968 MGB

MGB Rubber Bumper Class

- 1st – Steve Ratcliffe in a maroon 1980 MGB

MG Midget/Austin Healey Sprite Class

- 1st – Jack Orkin in a citron 1974 MG Midget

Triumph TR Class

- 1st – Joseph Zagami in a brown 1971 TR6
- 2nd – Phil Robertson in a Red 1971 TR6

Triumph Other Class

- 1st – Mike Hurst in a mallard 1973 Triumph Stag

Modified Class

- 1st – Kelly Ott in a brown 1951 Morris Minor

Other British Class

- 1st – Rob Wester in a white 1974 Jensen-Healey
- 2nd – Andy Hall in a blue 1966 AC Cobra

Lotus Class

- 1st – Dave Aronoff in a blue 2014 Evora S
- 2nd – Doug Miller in a red 2008 Evora SC



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There were also four other special awards. Best of Show and Diamond in the Rough were voted on by the show participants. People's Choice was voted on by spectators who attended the festival and the Rector's Pick was the car that Father Brandon Mazingo, the Priest and Rector at the host Episcopal Church of the Holy Spirit, liked best. Fr Brandon said he made his choice by imagining the car he would like to drive to church in if he were a Vicar at a parish church in England.

Best of Show – Ian O'shea's beautiful 1951 MGTD

Diamond in the Rough – Kelly Ott's unique 1951 Morris Minor

People's Choice – Dave Peck's fire engine red 1969 Jaguar XKE

Rector's Pick – Scott McAllister's bright white 1955 MGTF

Special Thanks to all the PMGR members who came out and supported this event. Proceeds go towards Wendy's Place, the non-food party that provides items like toilet paper, paper towels, washing detergent, toothpaste, etc., to those in need. Wendy's Place operates monthly out of a building on the site at the Episcopal Church of the Holy Spirit.

Hope we can do it again next year on another beautiful fall day!

Jay Franklin





Tech from Barry

Tech Article:
November; 2022,

Some of you may know of my dislike for Petronix ignition systems. I know some of yall believe them to be the best thing for old British cars since radial tires. I will admit that I do not like most aftermarket electronic ignitions, and I hate all the original systems the British tried. They all have the same failure problem.

You are driving down a country road, beautiful fall colors lining the roadway; curves so gentle and sweeping you feel like you are driving an old open wheel race car and BAMM, your engine dies. Just like someone turned the key to off. Your heater motor still hums along, your turn signals work well enough to let the cars behind you know you are pulling off the road and your brake lights let them know you are stopping.

Your first thought is “what the hell?” Welcome to the world of electronic ignition in an old British car. And, other than the original units which are very far and few between, you most likely have a Petronix in your distributor. Wise and knowledgeable drivers will recognize what went wrong.

Novices or “mechanically challenged” drivers will open the hood and start fiddling with things trying to impress their passenger with their ability to fix the problem. Except there is no fixing this problem. The only cure is replacement of parts; either a new Petronix or a set of points and condenser (my choice).

At least with the old crappy factory electronic systems, there was a cure; well sort of. The factory method to test the ignition and see if that is what caused your engine to die an instant death

was: carry a cold wet rag or thermos of cold water with you at all times. When the engine quit, either wrap the cold wet rag around your ignition amplifier (they were assuming you knew what this was and what it looked like) or pour the cold water over the unit and immediately try to restart the engine.

If this worked, you just diagnosed your problem and usually had enough life left in the unit to get you home or somewhere you could get the car repaired. How many of yall carry either a cold wet rag or thermos of cold water? As I thought, none of you do.

But the Petronix, it is mounted inside your distributor and cold water is useless on them. When it dies, it is dead. Plan the funeral and invite your mechanic to the wake.

The above is my exact thoughts and beliefs of a Petronix ignition; that is until last week. I was working on a TR6 that had dual SUs, headers, perfect 155 lbs. of compression across all 6 cylinders and a Petronix.

The problems started off as several vacuum leaks, leaking rear float bowl and very poor running condition. One’s first assumption is that the poor running was caused by excessive gas going thru the rear carb due to a bad float or needle and seat. Several attempts were made to fix the float problem first.

I took the float bowl top off and cleaned the needle and seat and adjusted the float level. Nope, still leaked. I swapped in another used float and new needle and seat. Nope, still leaked. I swapped the front float and needle and seat. Nope, still leaked. I swapped the front float bowl top and used the original float and needle and seat from the front float bowl. Nope, still leaked.

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Someone suggested I redo the fuel routing and see if the rear carb fuel line was getting more pressure than the front. I know that fluid pressure would be equal but by now I was willing to try anything. Nope, still leaked. Fuel pressure was less than 3 lbs. so I knew that was not the problem.

I got the car patched together enough for it to be driven home until I could get some new parts for it. I knew I wanted new needle and seats and new floats. Even though some carb expert had very recently rebuilt the carbs (why did they have used parts in them). I also ordered the two thermoplastic heat isolators missing between the carbs and manifold and the mixture needles I like in this carb conversion.

Once all the parts came in, the car was returned, and I installed new mounting studs for the carbs so the new isolators and gaskets would fit. This eliminated the vacuum leaks, and the floats and needles fixed the flooding. Now to make the car run good. It still popped, sputtered and jerked under any load.

Normally, this type of condition is related to a bad condenser, but this car had Petronix. I did a proper tune, replacing the plugs with the correct heat range, new cap and rotor, new wires and still it ran like crap. I installed a used pair of carb pistons from the 1967 TR4A IRS I had bought to restore with my 7-year-old granddaughter. I know a lot of people think you cannot mix the pistons and chambers from different carbs, but you can.

I had ordered a special pair of mixture needles for the SUs and installed them in the used pistons and reassembled the carbs. Finally, I incorrectly thought, it was cured. Still ran like

crap. Going back thru everything I had done just to check, I decided I made no mistakes in my workmanship. It had to be something I missed.

I decided to pull the distributor apart on the car and replace the Petronix with points and condenser and repair the loose play in the breaker plate assembly. Then, I checked the resistance in the coil and found it was 3 ohms. This TR6 had a resistor wire from the key to the coil and needed a 1.5-ohm coil for best running. The resistor wire provides the other 1.5 ohms resistance.

After replacing the coil and setting the timing, now using points, the car really woke up. Fine tuning the timing and carbs made the TR6 fly. It turned out to be one of the fastest TR6s I had ever driven.

Petronix had pulled a dirty trick and found another way to screw up. It was acting like a bad Lucas condenser! In all my years, this was a first. And now, I have another reason to dislike Petronix. Stick with points and you can always get home, unless your rotor breaks and then you need to have a spare.

The TR6 runs absolutely great, now it needs some rear suspension work, and it will be ready for any road the owner wants to take.

Well, enough about my dislike of Petronix. Hope to see yall somewhere soon.

Barry Rosenberg

770-689-7573

britcars@bellsouth.net

More Tech

Combustion Basics: How Does Fuel Make a Difference? Making the Grade

Richard Fong, Editor

Oct 9, 2019

Adapted from Super Street, "How to Tech" series



The fact that you're reading this now means there's a pretty damn good chance you pump gas into your car. And because of that, you've got a combustion engine under your car's hood. Of course, some of you might "gas up" by plugging into a charger and, if that's the case, this doesn't apply to you, but nevertheless, it doesn't hurt to learn a little more. For the majority of cars currently on the road, the combustion of air and fuel within an engine releases energy used to spin a crankshaft that gives a vehicle motility. In the case of performance builds, how much you're able to raise the output of your engine (of course) requires the right combination of hardware to go with engine management calibration, which monitors your engine vitals while managing spark timing and fuel delivery. Keep in mind, your engine needs to be designed, built, and calibrated for higher-performing fuels in order to realize any sort of gains. Simply filling the tank with race fuel will not

miraculously increase the output of the engine. On that same note, using a lower quality fuel in an engine calibrated for high performance can quickly lead to engine damage.

Fueling Basics: Explaining Octane Ratings

Octane ratings are plastered all over every gas pump, and, contrary to marketing terminology, "premium" does not necessarily indicate a fuel is "better" for your car as much as whether it is "right" for your car. Fuel with an 87 octane rating burns more quickly while higher-octane fuels burn more slowly. In engines designed for standard unleaded fuel, efficiency and performance is optimized for 87 octane and could actually perform worse with higher-octane fuel since the burn rate is slower. By contrast, a higher-performing engine, which includes engines with higher compression ratios and/or forced induction, requires the slower burn rate of higher-octane fuels to defend against engine knock. Knocking or preignition occurs when the air/fuel mixture ignites before intended. This happens because higher compression ratios and cylinder pressures cause the air/fuel mixture to heat up, and, in some cases, ignite prematurely. Knocking that goes unchecked inevitably leads to engine damage. Higher-octane fuels help to mitigate preignition events while ensuring proper combustion and higher output for performance engines.

Continued on next page



Recommended Fuel 1 Final - In some vehicles, calibration is optimized for premium unleaded, but the engine management system can make adjustments to the ignition timing and injector duty cycle to safely run on regular unleaded.



Recommended Fuel 2 Final - For this vehicle, the manufacturer calls for premium unleaded fuel exclusively, indicating the engine management system does not compensate for fuel quality.

Pricey Performance Options

Grades of performance fuel solutions available at the pump begin with typical 91 octane premium unleaded gasoline and can (in some regions) go up to 110 octane unleaded race fuel. Premium unleaded seems reasonably priced by comparison to the top-tier, at-the-pump race fuels (like 100 octane). For example, in a heavily regulated state like California, where premium 91 octane goes for around \$3.89 per gallon, 100-

octane race fuel costs more than \$10 per gallon. Racing fuels rated in excess of 110 octane are also available; however, these off-road-only fuels rely on lead to help increase the octane and do not play well with oxygen sensors, quickly causing them to foul, malfunction, and have an abbreviated life span.

Ideal Ratios



Combustion events are most efficient when all the fuel is consumed and there is no additional air remaining. This condition is often referred to as "stoic." If too much fuel is being delivered (referred to as a rich air/fuel ratio), the excessive fuel could rinse the cylinder walls of oil (a condition known as wall wetting), which, in turn, could lead to accelerated ring and cylinder wear. Soon after, a loss of compression, blow-by, and excessive oil consumption will occur. By contrast, if this ratio is higher (known as a lean condition), then there is inadequate fuel being

Continued on next page

delivered, which results in hotter combustion events that could lead to engine-damaging knock events. In a naturally aspirated engine, a stoic air/fuel ratio is typically 14.7:1. In the case of forced-induction applications (turbocharged or supercharged), a richer ratio of approximately 11.5:1 is considered acceptable.

Knock Count - If you've got a Cobb Accessport or similar device monitoring your engine vitals, it's good to note the knock count, as it is an indication of the calibration of the ignition timing and fuel delivery.

Richer Isn't Always Better

There are numerous ways to keep engine knock at bay when calibrating an engine for optimum performance. One is to simply run a richer air/fuel ratio. The added fuel does not necessarily translate into more output, however. Rather, it serves to cool the cylinders and prevent knocking. While this strategy can typically solve the problem of preignition, it produces two negative byproducts: poorer fuel efficiency and accelerated engine wear.

When too much fuel is delivered to the combustion chamber, the fuel acts as a solvent, washing away the engine oil that lubricates the cylinder walls and piston rings. As a result, the cylinder walls and piston rings wear out prematurely, followed by reduced compression due to blow-by, and, finally, excessive oil consumption. Ultimately, rebuild intervals become much shorter, incurring frequent and expensive engine work and downtime.

Which Grade Should You Use?

The old slogan "You are what you eat" contains a reasonable amount of truth. The same goes for your performance build, as the quality of fuel delivered to your engine greatly influences how it ultimately performs. Of course, it's not feasible to fill up the tank with race fuel just for commuting, yet it's really nice to have your engine running at optimum output anytime-whether you're on the street or at the track. Fortunately, there are options available that enable you to have optimum power under your right foot without breaking the bank.

E85 Final - Flex Fuel vehicles come equipped to work with regular unleaded fuel, E85, or any mixture of the two.

Affordable Strategies for Chemical Intercooling

Fortunately, affordable alternatives to defend against knocking without using race fuels do exist. One solution is a bolt-on upgrade, the other is an alternative fuel, but both chemically intercool the engine. Water-methanol injection supplements the existing fuel delivery by chemically intercooling the air charge as it enters the intake manifold. The alternative fuel is the corn-derived ethanol 85 or E85. Both solutions defend against knock and help to increase output by permitting more aggressive ignition timing and increased boost pressure.

Tech Tips

Adapted from [Hot Rod](#) How-To Engine and Drivetrain

Is Diesel Motor Oil the Right Choice for a Gasoline Engine?

Many enthusiasts look to diesel motor oil as a high-zinc alternative, but is it the best choice?

A certified lubrication expert explains the difference.

[Lake Speed Jr.](#), Writer

Sep 29, 2022

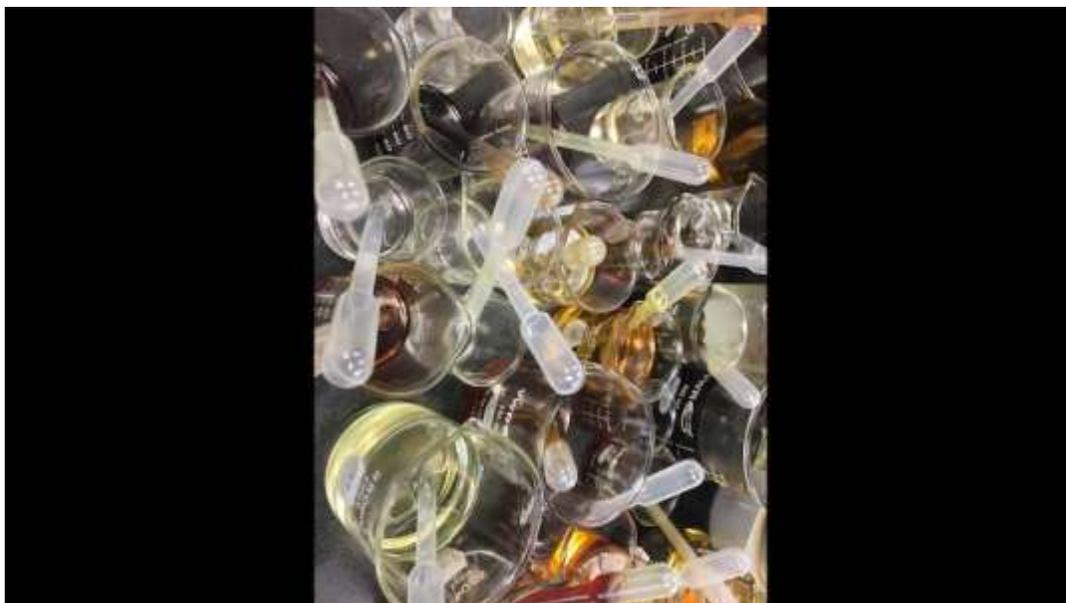


It is widely known that diesel engine oils contain more Zinc (ZDDP) than regular passenger motor oils, but does that make a diesel engine oil (HD) a good choice for hot rods or race cars? To answer that question, we need to understand the other differences between diesel oils, passenger car oils, [and high-performance oils](#).

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Peachtree Registry 2022

Let's talk about Zinc. When we say Zinc in reference to motor oil, we are actually referring to the compound Zinc DialkylDithioPhosphates. That's hard to say or spell, so we just call it Zinc or ZDDP. Either way, it is a powerful anti-wear additive and anti-oxidant. However, not all ZDDP is the same. What? Yep, those brilliant chemists at the oil companies can fine-tune the way ZDDP works in the engine. That might sound weird, but ZDDP works sacrificially—ZDDP actually sacrifices itself to protect your engine—and by tweaking the chemistry behind it, the conditions required for the ZDDP to activate can change.



ZINC AND ENGINE SPEED

Why does this matter? Because the type of ZDDP in a diesel engine oil is not the same as the ZDDP in a gasoline engine oil. This is an important difference; diesel engines run at lower rpm than gasoline engines, so that difference in engine speed changes the way the ZDDP needs to activate to provide anti-wear protection. To get a little technical, diesel engine oils typically contain primary ZDDP and gasoline engine oils contain a blend of secondary and primary ZDDP. Just as a side note, racing oils just contain secondary ZDDP. Both types of ZDDP offer anti-wear protection, but the gasoline type of ZDDP provides *more* protection for higher-speed engines (think bigger valvesprings).

So more ZDDP isn't better? That's right. Just adding more ZDDP to an oil doesn't mean it will provide better wear protection. In fact, too much ZDDP can increase wear. You need both the right kind of ZDDP for the engine type and the right amount of that ZDDP. It's like Goldilocks and the Three Bears: not too much, not too little, just right. And in case you didn't know, some diesel oils *don't* have more ZDDP than gasoline engine oils (also known as Passenger Car Motor Oil, or PCMO). So, if the type and amount of ZDDP in a diesel oil is not ideal for a high-performance gasoline engine, is that the only reason not to use a diesel oil in a gasoline engine?

Anti-Foaming Agents



Going back to engine speed, there are other additives in the oil tailored to the lower rpm of diesel engines. The first that come to mind are anti-foam additives. The churning of the motor oil in the crankcase by the motion of the crankshaft, connecting rods, and pistons creates a frothy mess. To combat that, anti-foam additives are blended into the oil. The type and amount of anti-foam additives in an oil varies by the type of oil. You've probably already guessed it, but yes, diesel engine oils have a different amount of anti-foam additive. For example, a typical diesel oil formula might have less than 5 parts-per-million of anti-foam additive. A racing oil designed for higher-rpm engines will have up to 10 parts-per-million of anti-foam additive. That's a significant difference for this type of additive, and it can have a significant impact on your engine's health and performance.



Air is a terrible lubricant, so aerated oil can lead to bearing failure and a host of other problems. Today's variable-valve-timing and displacement-on-demand engines rely on the engine oil to function as a hydraulic fluid as well as a lubricant. Aerated oil is compressible, so it can negatively affect the function of these systems.

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Detergents And Dispersants



But wait, there's more! Diesel engine oils contain high levels of detergent and dispersant additives because diesel combustion creates a much dirtier environment. If you have a gasoline direct injection engine, pay special attention to this part. The high levels of calcium detergent additives in most diesel engine oils have been proven to cause detonation in direct-injection gasoline engines. This even has a special name: low-speed preignition (LSPI). The current API SP gasoline engine oil standard reduces the calcium levels in order to pass a low-speed preignition test. Also, those dispersant additives will hold fuel and moisture in the oil, so a diesel

engine oil is not the ideal choice for an engine running on E85, unless you just like your oil to look like a chocolate milkshake ...

WHAT'S THE BEST OIL?

After 15 years of formulating and testing oils, one thing has become abundantly clear: The application always dictates the chemistry. **When choosing an oil**, don't start with the oil. Instead, start by defining the application—gas or diesel, boosted or NA, drag race or street, etc. Let the application determine the type of chemistry needed. Here's a hint: If your car goes to the racetrack on a trailer, you should be using a racing oil. The actual brand of oil is the last choice. Let the application dictate the chemistry of the oil and then decide which brand delivers that chemistry. You don't need to be an oil formulator to figure this out. Trust me, the tech guys at the oil companies love it when customers come to them with all the details of the application and ask for their recommendation. Get all your information together before contacting a few different brands available through your supply channels. Things like bearing clearance and operating oil temperature are important when determining the right viscosity oil to use. That's right, 20W-50 is not a one-size-fits-all choice (but we will save that for another article). In the meantime, you know more about oil chemistry, and you have some homework to do. At least it's related to something you love.

Until next time, happy hot-rodding!

Postcards from Karel

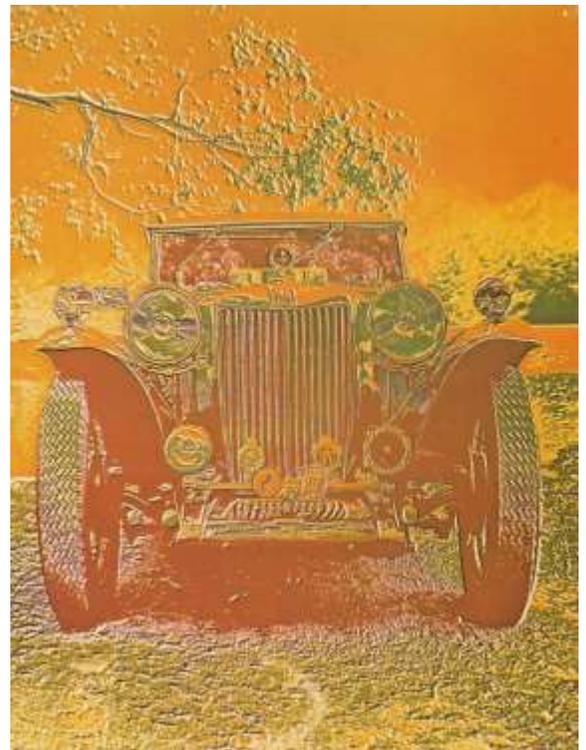
Here is a postcard from the Cairn Hotel in Harrogate in England. Based on the other cars in the hotel parking, the MG TC on the right was probably already a 'vintage' MG at the time this postcard photo was shot. Harrogate is a little bit north of Leeds in the middle of the UK. If you Google the hotel, you'll find that very little has changed since this TC parked there.



Harrogate is a little bit north of Leeds in the middle of the UK. If you Google the hotel, you'll find that very little has changed since this TC parked there.

Greeting Card from Reinout

To stay with Karel's (sunny) TC, here is a card with an artistically enhanced TC which may be in a more Fall-like setting. The TC has a New England MG T Register badge on it and was photographed by Drew (from Elmwood Park N.J) for M&G Vintage Auto in Ridgewood NJ. The card is a little old and Google didn't find much references of the company.



For Sale

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

Please contact the seller if you have questions.

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1969 MGB + Trailer \$2,250

Robert Williams
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Dennis McHugh 404 545 5570

1980 MGB \$14,000 OBO

Wayne G Melton 770-617-3315
wgm56@outlook.com

1974 MGB \$2,200

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

1952 MG TD \$19,500 OBO

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Reminder:

It is almost election time for PMGR.

Our by-laws state:

Elections for the officers of the club shall be held at the December meeting of the club. The Directors shall present a slate of candidates to the general membership no later than the regularly scheduled November meeting of the club. Additional nominations may be made by the membership at the November meeting and these nominations shall be placed on the ballot. All names in nomination shall be listed in the December Newsletter of the club. Voting shall take place at the December meeting and will be open only to those who are present at the meeting.

Start thinking about how you will contribute to this wonderful organization.